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Wright & Co., Jno. F., commission merchants.

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Directory of the Grain Trade

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Owen & Brother Co., grain commission.
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Heck & Co., W. F., grain, hay and millfeed.
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
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Jolley Grain Co., grain merchants.

TORONTO, ONT.

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TRINIDAD, COLO.

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Roth Grain Co., grain and commission.
Western Grain Co., The, wholesale grain, seeds.

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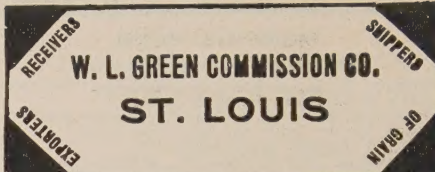
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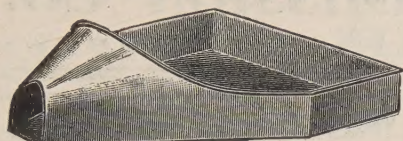
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J. H. Davies & Co.
GRAIN COMMISSION

MINNEAPOLIS DULUTH MILWAUKEE Get our market letter?

demand careful and conscientious attention, and unless this attention is used in choosing your commission firm you are never certain of profitable results.

Shipping us one car will be profitable for both parties concerned. We, your continued patronage, you, our prompt returns.

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5½x8½ inches. Machine perforated. Price with four sheets of carbon paper, 85 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle Street Chicago, Ill.

E. L. WELCH COMPANY
GRAIN COMMISSION

MINNEAPOLIS AND DULUTH.

O—YES

We Make a Specialty of
Selling Grain
"to Arrive"

YOURS TO

GOULD ELEVATOR CO.

Paid-Up Capital, \$75,000

MINNEAPOLIS, MINN.

F. J. SEIDL

P. M. INGOLD

We own Fireproof Terminal Elevator at Minneapolis for transferring and cleaning our customers' grain, but do not own country elevators.

INTERNATIONAL GRAIN CO.

MINNEAPOLIS, MINN.

Receivers and Shippers of ALL KINDS OF GRAIN

Consignments Solicited

Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

Established 1863
E. L. ROGERS & CO.
COMMISSION MERCHANTS
 Grain, Hay, etc. Consignments a Specialty.
 358 Bourse Building
PHILADELPHIA, PA.

L. F. MILLER & SONS
 Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC
 CONSIGNMENTS SOLICITED
 Office 2831 N. Broad St., PHILADELPHIA, PA.

See LEMONT before you sell that
CORN
 Our trade wants it. Buy outright or handle on
 Commission.
E. K. LEMONT & SON
 Bourse Bldg. Philadelphia, Pa.

E. E. DELP GRAIN CO.
 ELEVATOR AND MILLS
 BOURBON, INDIANA
 Eastern Office - Philadelphia, Pa.

CORN and oats in split cars find a
 ready market here.

M. F. BARINGER THE BOURSE 502-3-4 **PHILADELPHIA**

CLARK'S GRAIN TABLES FOR WAGON LOADS

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.
 It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors
 on 17½-pound Manila stock. It is re-inforced at back with silk cloth.
 Marginal index for quickly finding table wanted.
 All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks.
 The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley,
 Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs.
 Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear
 Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.
 Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents
 in ½ cent rises Price postpaid 50 cents

Grain Dealers Journal
 255 La Salle Street CHICAGO, ILL.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

RECEIVERS, SHIPPERS AND BROKERS.

McCray, Morrison & Company
 Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUAL-
 ITY and SATISFACTORY PRICES in this line,
 consult us.
 None are more able to give you this than we.
 Correspondence Solicited. KENTLAND, INDIANA

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the
 Grain Dealers National in Ohio, Indiana and
 Illinois. We want strictly sound winter wheat,
 yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.
 Buyers of Wheat, Corn, Natural and
 Clipped Oat, Choice Rye. Write for
 bids. Consignments solicited. Ele-
 vator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Consign your Hay and Grain to
Benedict Commission Co., Ltd.
 Receivers and Exporters
 Facilities Unsurpassed NEW ORLEANS, LA.

**CRABBS REYNOLDS
 TAYLOR CO.**
 GRAIN AND OLEO SEED
 CRAWFORDSVILLE INDIANA

**Hughes Warehouse
 & Elevator Co.**
 NASHVILLE, TENN.
 Grain, Hay, Millfeed, Flour

**LANGENBERG
 Hay and Grain Co.**
 NEW ORLEANS, LA.
 Consignments Solicited
 Branch of Langenberg Bros. & Co., St. Louis, Mo.

W. F. HECK & CO.
 Will handle your consignments on regular
 terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
 Car or mixed car lots
 727 Wabash Bldg. PITTSBURGH, PA.

EDWARD KELLY
 Wholesale Grain and Commission Merchant
 In the heart of the Kansas turkey wheat
 and Kafir corn district.
 Member Wichita Board of Trade—
 Kansas Grain Dealers Assn.
 Your Orders Solicited Wichita, Kan.

**STOCKBRIDGE
 SERVICE
 SATISFIES**
 "That's the Reason"
 Stockbridge Elevator Co., Jackson, Mich.

Make 1912 a bigger and better year.
 A sure way is by consigning to
Rumsey, Moore & Co.
 Board of Trade, Peoria, Ill.

BUCKLEY, PURSLEY & CO.
 Commission Merchants
GRAIN AND SEEDS
 10 Chamber of Commerce, PEORIA, ILL.

WILLIS E. SHELDEN
 Wholesale Grain
JACKSON MICHIGAN

MATTHEW D. BENZAQUIN
 GRAIN AND FEED
 Brokerage and Commission
 Domestic and Export
 505 Chamber of Commerce, BOSTON, MASS.

WE HANDLE all kinds of grain and
 feed; also make a
 specialty of off grade and sample wheat, feed
 barley, kaffir corn, etc.
 Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
 708 Chamber of Commerce Boston, Mass.

Power Economy

Barnard's Ball Bearing Three Roller Feed Mill

is the lightest running feed mill in use.

The power saved by the use of this mill will exceed its cost in a short time.

It also saves oil, belting, repairs and insurance.

The bearings always run cool, show little wear, never need adjustment, and are always in tram.

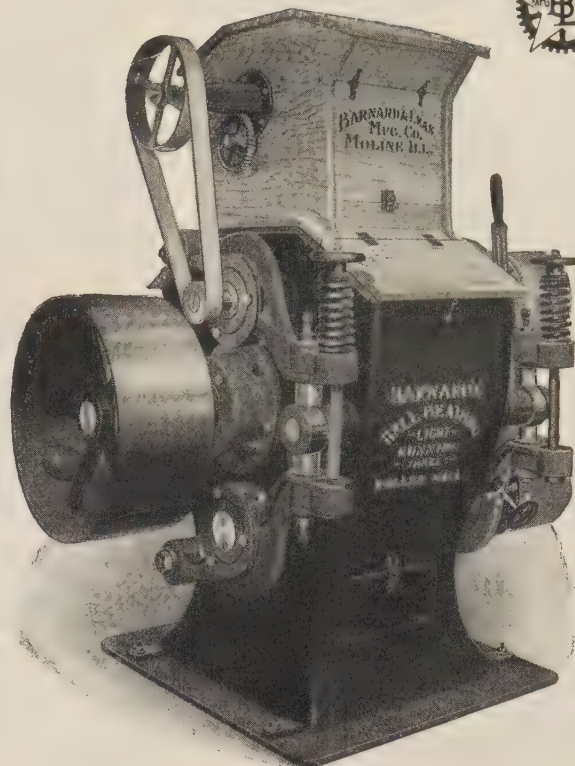
Write us about it.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

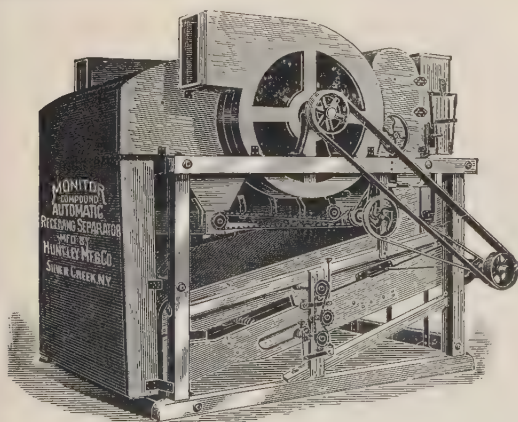
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"MONITOR" RECEIVING CLEANERS

FOR ALL KINDS OF RECEIVING WORK, BUILT IN 7 STYLES



THE STANDARD
BY WHICH
ALL CLEANERS ARE JUDGED

As Every Prominent Grain Handler Will Tell You

HUNTLEY MFG. CO., Silver Creek, N. Y.

MINNEAPOLIS, MINN.—A. F. Shuler, 316 Fourth Avenue, South
CHICAGO, ILL.—F. M. Smith, 608 Traders Building
PORTLAND, ORE.—C. J. Groat, 601 Concord Building
WICHITA, KAN.—J. B. Ruthrauff, 301 S. Lawrence Street

ST. LOUIS, MO.—S. J. McTiernan, 25 Merchants Exchange
JACKSON, MICH.—A. H. Smith, 206 Lansing Avenue
AKRON, OHIO—A. S. Garman
OWEGO, N. Y.—J. H. Foote



SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
WAGON, HOPPER AND DUMP SCALES



PULLEYS
Cast Iron, Steel, Rim, Wood
Split, Friction Clutch



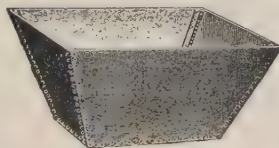
CUP BOLTS
All kinds



GRAIN TESTERS
All sizes



BELTING
Rubber and Leather



BOOT PANS
All sizes



SALEM CUPS



SPROCKET CHAIN
All sizes

LARGEST STOCK

Grain Elevator Machinery and Supplies

LOWEST PRICES

SHEAVE WHEELS
TRANSMISSION ROPE
DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYOR
CONTROLLABLE WAGON DUMP
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN LIFTS, ETC.



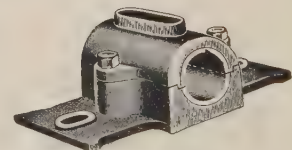
BIN GATES
All kinds



COUPLINGS
All styles. Royersford, Com-
pression Coupling.



EMPIRE CUPS



BEARINGS
Plain and Self-oiling

**Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.**

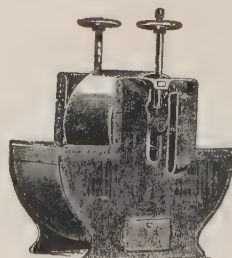
**SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy
Net Price Catalog?

Everything in the Elevator

CAN BE HAD FROM THE

American Supply Co.
OMAHA NEB.



CAST IRON BOOTS
Adjustable. All sizes.



LOADING SPOUTS
Best material. Made in any size.

For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

A little Forethought is nearly always better than a lot of After-thought

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

Gentlemen:—I am pleased to report that the No. 5 Richardson Oat separator I bought of you last June has done splendid work for me. In separating oats from wheat the work could not be better. It is a perfect separation; fine as silk. I have never before seen work that would begin to compare with the work of this machine.

Wishing you success, I am

Yours truly,
R. C. COOPER.

You wouldn't do without a telephone because you have one and know its value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

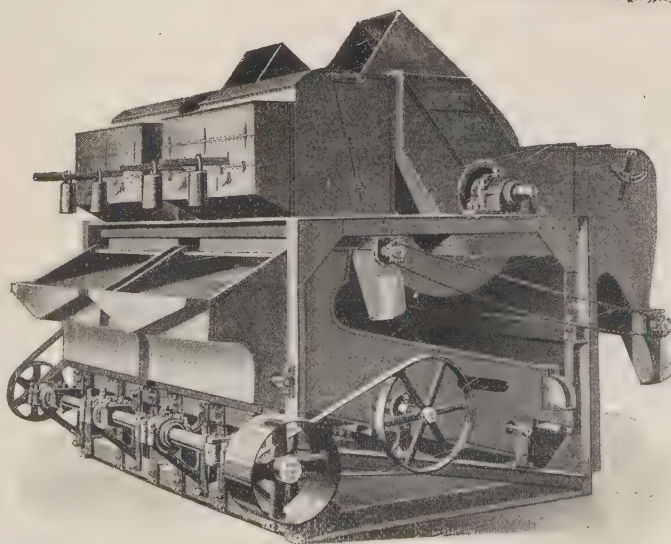
Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oat wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

One operation gives you PERFECT separations.

**The Richardson Will Make you money.
not cost**

Grain Separator Co.
SPARTA, WIS.

IMPORTANT



The cost of handling grain is very perceptibly reduced wherever

The "EUREKA"
Twin Shoe Steel Elevator
Separator

is adopted

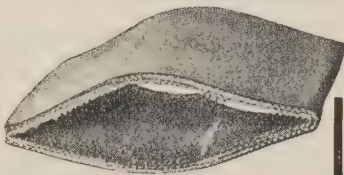
We can give you some interesting
inside figures.

The Superiority of this machine is so pronounced that all would-be competition is overshadowed.

Detailed Specifications and 250 page descriptive catalog sent on request.

The S. Howes Company, Inc

Silver Creek, N. Y.

NO—**NOT LIKE THIS**

No opening between the plies or splitting down the seam with

**SALISBURY "R. F. & C."
SOLID WOVEN RUBBER BELT**

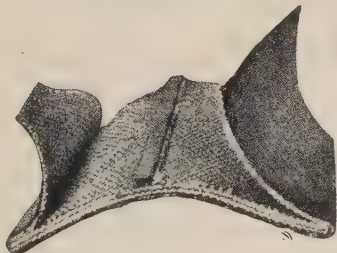
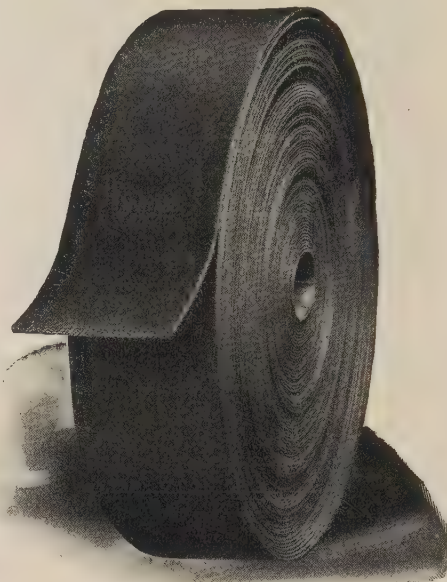
The nature of its manufacture makes it a physical impossibility to develop these defects. In fact, the only way to wear it out is long continued usage. The many grain elevators and mills using this belt with universal approval, should convince you that it is the one you need. The whole story, and why, if you are open to conviction.

W. H. SALISBURY & CO., Inc.

Oldest Rubber House
in the West

CHICAGO, ILL.

ESTABLISHED 1855

**NOR THIS**
**Mohawk Rubber
Belting**


Your Building Contractor or
dealer can supply your needs
in this Brand.

Rexall Double Stitched Belting

The Gospel of Economy in Belt Expense thru REXALL versus Rubber and ordinary canvas has penetrated everywhere and thousands of Elevator Men have deserted the Belt that WAS for the Belt that IS

*For
Elevating
Conveying
Heavy
Transmission*



"Double Stitched"

"There's a Reason"

*Double
Stitched
Means
Double Life*

IMPERIAL BELTING COMPANY
MANUFACTURERS "Everything in Belting" CHICAGO

GRAIN ELEVATOR BUILDERS

CONCRETE GRAIN STOREHOUSES

are fireproof and durable. The cost of maintenance and insurance of building and contents is reduced to a minimum. Grain keeps better in concrete and business is never interrupted by a fire. It is the only material the grain dealer who expects to remain in business can afford to use, and if he wishes to sell out, his plant is as good as new.

Write for Plans and Specifications to
B. J. CARRICO, Fort Worth, Tex.

G. H. Birchard CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

Wm. Graver Tank Works, East Chicago, Ind.

DO YOU WANT?

a modern and up-to-date
elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators."
Plans and Estimates on request.

O. J. LEHRACK

Contractor and Builder of
Grain Elevators
KANSAS CITY, MISSOURI

MODERN ELEVATORS?

YEA, INDEED. Address the inquiry
W. H. CRAMER
ST. PAUL, NEB.
and satisfaction will be yours. Convincing
references.

R. M. Van Ness Construction Company

Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.



C. E. Bird & Co.
MINNEAPOLIS

Elevator and Mill
Builders

16 Years'
Practical Experience

A. H. RICHNER

Contractor of Grain Elevators,
Supplies and Chain Grain Feeders
CRAWFORDSVILLE, IND.

FRIEDLINE

designs and builds strictly modern Grain Elevators,
Concrete Storage Tanks, Mills and Warehouses.

Write for Plans and Estimates.
FRED FRIEDLINE & CO.,
512 Traders Bldg., CHICAGO

Central Construction Co.

Builders and Designers of
Grain Elevators, Warehouses, Etc.
Wood and Concrete Construction
Mill and Elevator Supplies

Ask us about the 15,000 bu. concrete
elevator we are building for a
Farmers Co.

OFFICE, 307 BUTTS BLDG.
WICHITA, - KANSAS

A LONG LINE OF LEADERS

and every one a satisfactory success. Yours
will be if built by

GEO. A. SATHOFF, Elevator Builder
Pontiac, Illinois

ABSOLUTELY FIREPROOF



Every part
reinforced
concrete
Not Costly.
Any number
hoppered
bins spouting
direct to car

No
Insurance
Lasts forever
For cost and
details, send to
Appleton, Wis

FINTON CONSTRUCTION CO.

WHY?

Because nothing succeeds
like success.

We will send you the names and
locations of the 53 plants so you can
look over the one nearest your place.

If you have any idea at all of build-
ing a new plant or repairing your
old one, drop us a line.

It won't cost you anything to do that.

BURRELL ENGINEERING & CONSTRUCTION COMPANY

Rooms 1001-1004
Chicago Stock Exchange Building
CHICAGO, ILLINOIS



DECATUR CONSTRUCTION CO., Inc.

Designers and Builders of
GRAIN ELEVATORS
And Coal Handling Plants,
Warehouses, Etc.

Correspondence Solicited.
510-512 WAIT BLDG.,
DECATUR, ILLINOIS.

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds. Net.....bushels.....pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

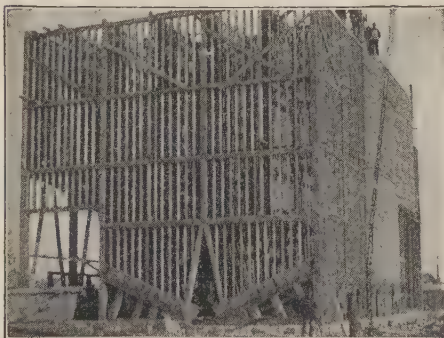
GRAIN ELEVATOR BUILDERS

**REAL builders of
REAL elevators**

YOUNG LOVE CONSTRUCTION CO.

218-219 Grain Exchange
SIOUX CITY, IOWA

Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—

**Reliance
Construction
Co.**

625 Board of Trade
Indianapolis, Indiana

**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

Simple Facts Have Sheer Force

During the year 1911 we finished thirty-six complete contracts—sold equipment for twenty-six—rebuilt twelve houses—and added two hundred and fifty names to our list of customers.

After consideration of the fact that crop conditions in general throughout the southwestern territory were below the average, we feel that our work has met with a large measure of satisfaction and success.

P. H. Pelkey Construction Co. WICHITA, KANSAS

G. C. CHRISTOPHER

A. C. RYNDERS

OLSON BROTHERS & CO. ENGINEERS and CONTRACTORS

Grain Elevators, Flour Mills
and Complete Plants for handling
Coal, Sand, Gravel, Ores,
Ashes, etc.

Phone Humboldt 2373
2418-22 Bloomingdale Ave.
CHICAGO ILL.

ELEVATORS

For People Who Care

What you want; when you want it. Better Elevators for less cost. All work and materials guaranteed. We want your business.

Morley Bros., Haden & Plott

Designers and Builders

Wichita, Kansas

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

GRAIN ELEVATOR BUILDERS

LISTEN

Have Your
ELEVATOR—BUILT—RIGHT

T. E. IBBERSON

ELEVATOR BUILDER
Minneapolis, :: Minn.

FIRE PROOF STEEL GRAIN ELEVATORS AND STORAGE TANKS



Almost anywhere between the Mississippi and the Pacific Coast, you will find elevators like these that we have built.

We have the largest plant in the West for manufacturing steel work and Machinery of all kinds.

We Are Designers and Builders

MINNEAPOLIS STEEL & MACHINERY CO.
MINNEAPOLIS, MINN.

Denver, Colo.
Seattle, Wash.

Spokane, Wash.

Salt Lake City, Utah
Butte, Mont.

L.O. HICKOK & SON

ENGINEERS and CONTRACTORS
for ELEVATORS
FIREPROOF STORAGE
Minneapolis, . . . Minn.

JOHN S. METCALF CO.

GRAIN ELEVATORS
ENGINEERS CONSTRUCTORS
Plans and Specifications a Specialty.
Montreal, Que. Chicago, Ill.

Grain Storage Construction Co.

Mutual Life Bldg., BUFFALO, N. Y.

Builds Steel and Concrete Elevators

Write Us for Catalogue

L. J. McMILLIN
Engineer and Contractor of
GRAIN ELEVATORS

Any Size or Capacity
627 Board of Trade Bldg., Indianapolis, Ind.

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

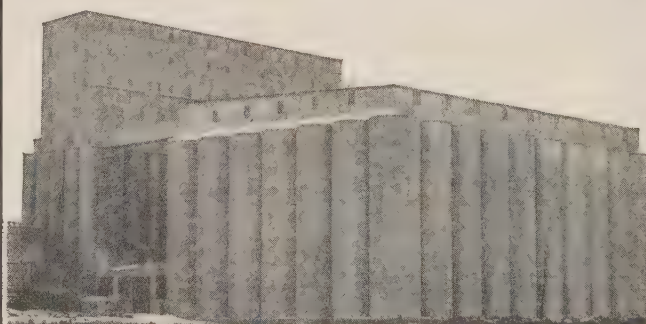
Minneapolis	-	Minnesota
Fort William	-	Ontario
Duluth	-	Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** in All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Henry Oliver Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd., Montreal

St. Louis, Mo., Bank of Commerce Bldg.

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.

Fort William, Ontario, Canada



SUCCESSFUL HOG RAISING

BEST CARLOAD FROM HIS STATION

International Sugar Feed Co.

Kirkwood, Ill.

Dear Sirs:—I fed the *International Sugared Hog Feed* for five months to 75 head of March pigs, which were shipped on the 8th of November and averaged 213 lbs., and had not been on a full feed of corn for more than five weeks. They were the best carload of shotes shipped from our station this fall. I fed shorts and your sugar feed in equal parts in a thin slop.

J. O. F. JOHNSON

FATTENING HOGS GROW FINE IN WINTER

International Sugar Feed Co.

Greenfield, Ia.

Dear Sirs:—I fed *International Sugared Hog Feed* to six head of shotes, adding a little bran and shorts with it in the slop. They made a fine gain and I am well pleased with this feed. I am feeding it this winter to my fattening hogs and they are doing fine.

FERDINAND GREENBECK.

THESE SHOTES GAINED 2¼ POUNDS PER DAY

International Sugar Feed Co.,

New London, Ia.

Dear Sirs:—I fed *International Sugared Hog Feed* to 40 head of shotes and never had better success in growth and weight. These shotes weighed only about 30 lbs., when I commenced feeding and in *three months* they averaged 227 lbs. apiece. I am well satisfied with your feed and have been using it just as your directions call for.

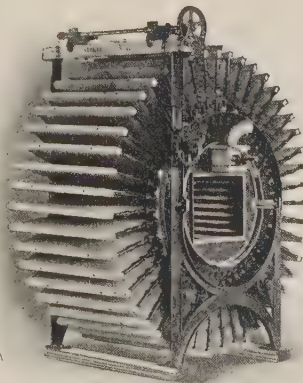
JOHN A. BOYD.

INTERNATIONAL SUGARED HOG FEED is unequalled for brood sows, shotes and fattening hogs. It is composed of oil meal, grains, digester tankage, molasses and a small amount of charcoal. Fed according to directions, it will always return several times its cost in extra gain and will also save grain by shortening the feeding period. Costs less per ton than oil meal and is preferred by feeders. You can obtain a properly balanced ration for producing quick and profitable growth by using one-half pound International Sugared Hog Feed daily for each shote, mixed with other grain feed.

We give exclusive agency to dealers. We want a live dealer in every town. Write us for prices on carlots or less than carlots and we will send you prices, samples and Illustrated Booklet. International Sugared Hog Feed will sell on sight and is a repeater wherever sold.

INTERNATIONAL SUGAR FEED COMPANY
MINNEAPOLIS, MINN.

Dust Collector



A REAL COLLECTOR OF ALL THE DUST. TAKES LESS SPACE. SENT OUT ON TRIAL.

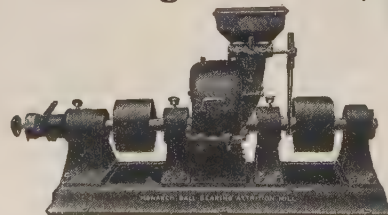
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

ESTABLISHED IN 1866

MONARCH

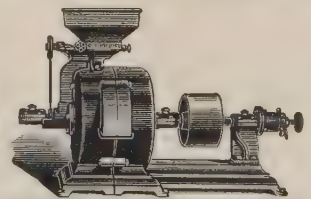
The NAME That STANDS
for Supremacy Satisfaction
Superiority and Success
Ball Bearing Attrition Mill

Write for
our
Catalogs
and
Prices
NOW



ALWAYS GIVE US A CHANCE TO FIGURE

Genuine French Burr Mill



The "KING PIN" of **ALL**
GRINDING MILLS

We guarantee you such a large saving in Power or Increase in Capacity with your Present Power that you cannot allow this to pass your eye. This mill cannot get out of Tram. Needs no attention. Try one for 30 days



SPROUT, WALDRON & CO.,

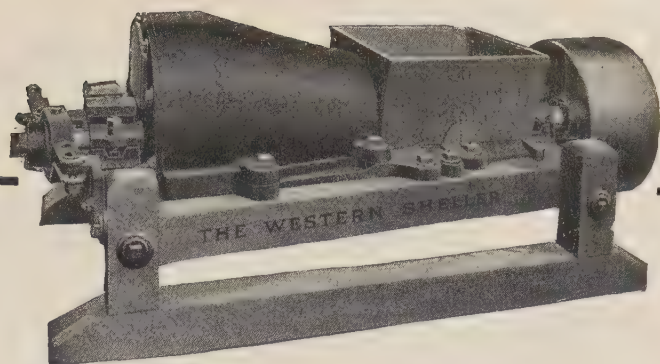
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They stand at the TOP and BOTTOM. The top in excellence and suitability for your purpose: Strong, durable and made to fit all conditions. Have solid, full-turn conveyor feeders, making a positive feed, wide flaring hoppers, giving greater capacity and affording no possibility of corn bridging; patent adjusting lever, enabling the operator to instantly adjust the cylinder while running to all kinds and conditions of corn; shelling parts all subjected to our special chilling process, making them harder than steel. Seasoned Hard Wood frames, discharges either direction—right or left, under or over.

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Do you desire a fanning mill, when you pay for a cleaner? Certainly not. Then see our "Standard" line of cleaners for all varieties of grain. It pays.

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Grain men are fast realizing the benefits derived thru the installation of a grain cleaner, but more than that they are being convinced of the superiority of the "Standard". Before that dirty load of grain comes in—Write

The International Manufacturing Co.
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Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

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Northwestern Agents for
Richardson Automatic Scales
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GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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One Man with an ATLAS can easily move a loaded one.

Appleton Car-Mover Co.
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The Atlas Car-Mover

will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

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DO IT NOW

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BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
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Grinders. Different from all others.

LIGHTEST RUNNING

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Handy to Operate. Ten sizes
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Peculiarly suited for use
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If Your Business

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BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this
Ehrsam Two and Three-High mill. It's made
of finest materials for strength and long ser-
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that rolls can easily be removed for grinding
and corrugating. Don't decide on any corn and
feed mill till you get all the facts about the

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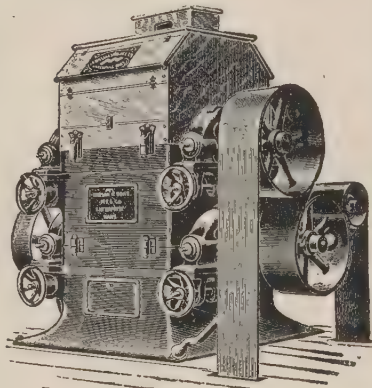
"TWO AND THREE-HIGH"

furnished with belt or gear drive on slow side,
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etc. Best for each. Built for rolls nine inches
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The Largest and Best Equipped Roll Dressing
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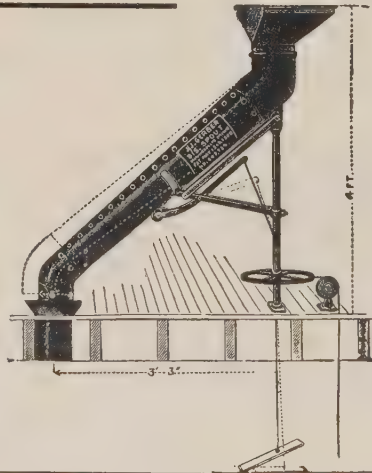
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Spouts are used all over the
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Mixing of grain is impossible
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Form 23 is an Indexed Journal, keeps a record of 10,000
wagon loads. Each man's loads are entered on his page.
It keeps a record of scale weights. From it both debits and
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In using this book the dealer minimizes the chance of
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The book is ruled with column headings as follows:
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The book contains 240 pages, size 10½x15½ inches. The best linen ledger
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you invariably think of the
Burlington as the route to take
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It's just the kind of railroad
service for a business man who
knows a thing or two about
organization, and punctuality,
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You leave Chicago at 6:10 p.
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service a la carte. Arrive
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while breakfast, and, almost in-
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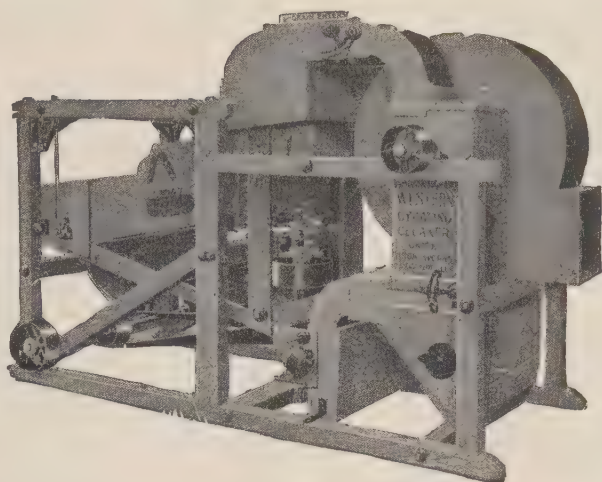
The Electric Lighted "On Time" Road

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CLEAN WELL YOUR CORN

Put it in a perfect market condition. We have just the machine you need, the

Western Gyration Cleaner

The most convenient and least expensive to install. It has greater capacity, gives better separation, cleaning and control, better balance (less vibration) and equally important, possesses great durability. It has another big advantage, it is also an excellent wheat, oats and small grain cleaner when fitted with extra screens fitted for the purpose. You can't lose anything by learning more about this worthy member of the "Western Line." Ask us for all the details. If you haven't it already, let us send you our big catalog. It's the "one best bet."

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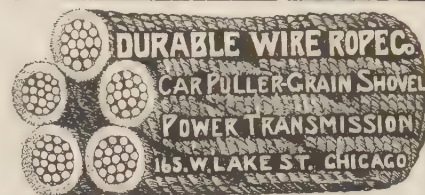
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Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



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80c per Car

Cooperage for you

The pay you are entitled to
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Has control of the dump
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easily and without the
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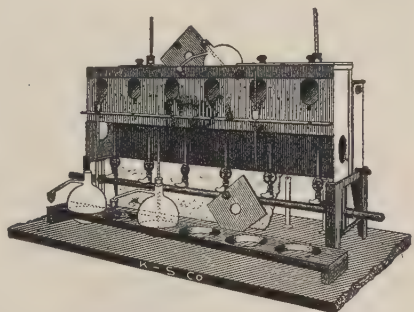
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You should. The information is easy to
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is the surest apparatus for moisture determina-
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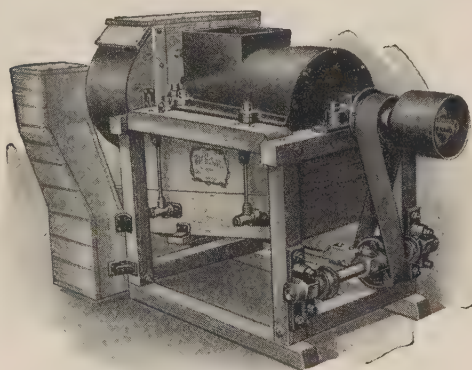
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Instead of feeding direct on the cylinder, which often causes choke-ups,
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the receiving end of the sheller, and below is a copy of a letter received
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GENTLEMEN:

We are returning the sheller shaft and cylinder which was originally in the Mill
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The new outfit will do 10 times the work and give 100 times more satisfaction.

Yours truly,

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Everything to equip an elevator.
A complete stock carried at Enterprise, Kan.

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A book for the use of country grain buyers in keep-
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Its column headings are: Month, Day, Name, Kind,
Gross and Tare, Net Pounds, Bushels, Pounds, Price,
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The book is 9½x12 inches, 160 pages, 20 lines to
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Price, \$1.50

GRAIN DEALERS JOURNAL

La Salle Street, CHICAGO, ILL.

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Is a book designed especially for country shippers in keeping
a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business.
The column headings are: Date Sold, Date Shipped, Car No.,
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For STEEL and WOOD Frames, \$25 and up. Write US before YOU BUY. WE SAVE you money. Also Pumps and Windmills. **BECKMAN BROS., Des Moines, Ia.**

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GRAIN FEEDERS CAR LOADERS
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OHIO REPT. FOR UNION IRON WORKS

Sample Envelopes
Non-Sifting
Designed especially for mailing samples of grain and seed. Specimens Free.
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An Indisputable Record

WEIGHED ON FAIRBANKS TYPE-REGISTERING BEAM
Load of Corn Date 2/16/1912
Bought of St. Polten
Gross 91.40 lbs. Price 6.4 per bu.
Tare 28.75 lbs. Price 6.4 per bu.
Net 62.65 lbs. Driver on bag
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You have a record like the above of every weigh for both yourself and customer by using a

Fairbanks Wagon Scale

With Type-Registering Beam

It not only protects you but it inspires confidence. It's business-like.

Catalog No. 550ZF gives full details of the construction, use and advantages of these beams. Write for a copy.

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DIRECT REDUCTION TABLES

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**Wheat, Buckwheat,
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reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

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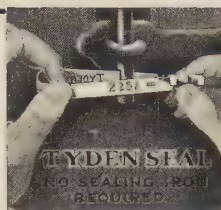
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Claim Losses Prevented

by TYDEN SELF-LOCKING CAR SEALS bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.

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of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

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the surest protection obtainable against leakages in transit.

They range in price from 50 cents to \$1.50 per car.

For full particulars write to
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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

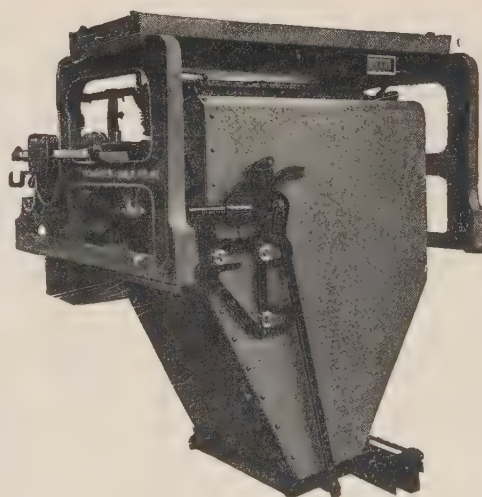
10c per lb., in 50 lb. and 100 lb. drums.

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Built on the equal lever principle — only ONE weigh beam. The ONLY REAL ACCURATE method of weighing grain.

This mechanical scale cuts out hand weigh-

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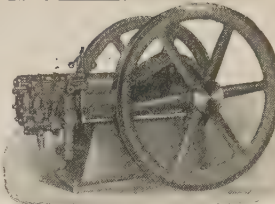
To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

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New—Near-New Rebuilt and 2nd Hand Gas Engines

of our own make, thoroughly guaranteed—8 to 50 H. P. Let us know your requirements and we can, no doubt, fit you out with just what you want.



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Stands Time's Test

Sometimes a machine works well for awhile, perhaps long enough for what seems a fair trial, and still lacks durability, but it takes one correctly made and of good materials to stand the test of time.

In the summer of 1903 we sold a car loader to G. E. Allinger & Son of Jackson Center, O., and when they remitted for it under date of 8-8-'03 they said: "Enclosed find our check in full for the Boss car loader. We have thoroughly tried it on all kinds of grain and it gives the best of satisfaction." Feb. 13, 1912, we sent a repair list to their successor, Mr. K. Threikeld and he replied: "I have the loader and it is a good one."

If we had asked these people for testimonials it is doubtful if they would have written better ones than they did, as the above proves the machine was very satisfactory when it was installed, and after more than 8½ years of use the owner says it is a good one. Let us send you one on approval and you will be as well pleased with it as are the people whose letters we publish in each issue.



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is the greatest time saver for the elevator operator, and busy man that has ever been devised. The whole problem of grain distribution, without mixing is embraced in this simple device.

HALL SPECIAL

(ELEVATOR LEG)

YOU CAN'T REDUCE YOUR ELEVATOR WORKING FORCE, OR THEIR WAGES. But you can decrease cost of handling the grain, and that enables your present force to increase the daily output of your elevator.

HALL SPECIAL

Elevator Leg delivers into your bins, or out of them, more grain per hour with less attention, than any other leg in existence of the same size. Costs less to operate or maintain, and less to construct. You can understand this by reading Circular "F."

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GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

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Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.

Second—It will fill the largest cars to full capacity, without any labor in the car.

Third—It is strong and durable, automatic in its action, and requires no attention after starting.

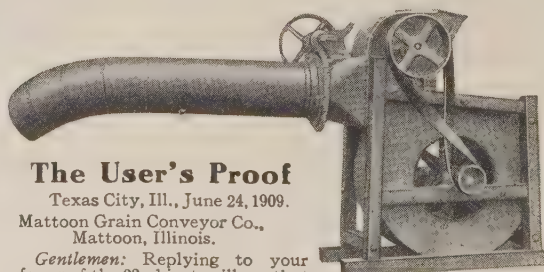
Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS

"LOADS GRAIN, MALT, OR SAND."



The User's Proof

Texas City, Ill., June 24, 1909.
Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

W. T. GARNER.

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The public expects more than ordinary merit in a product developed in the Edison Laboratories, and we have every reason to believe that the EDISON BSCO cell is sure to increase this feeling of confidence in Edison material.

If you require battery for telephone service, ignition, program clocks, or, in fact, any of the many branches for which primary cells are suitable, it will be to your interest to investigate this highly developed cell.

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unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



Gas or ENGINE Gasoline

The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

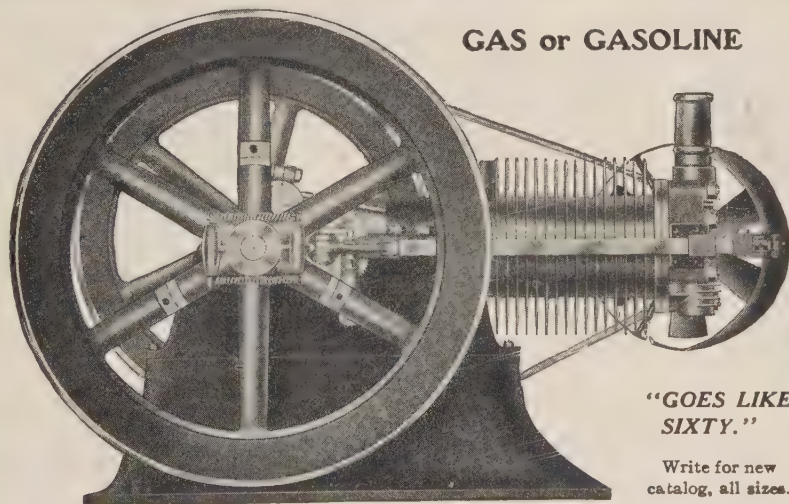
Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works

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GILSON 5 Horse Power AIR-COOLED ENGINE

GAS or GASOLINE

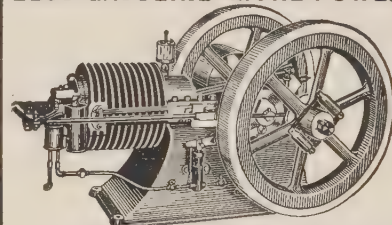


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SIXTY."

Write for new
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GILSON MFG. CO., 644 Park St., Port Washington, Wis.

LESS GASOLINE—MORE POWER



Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H. P., all air cooled.

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STOP! STOP! STOP!

Thirty Days Trial of

United States Bonded Engine. Burns gas, gasoline, kerosene, distillate. Consider these **12--Advantages--12**

- 1st, Pays for itself in fuel saving in short time.
- 2nd, No violent vibration.
- 3rd, Greatly reduced bulk.
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- 5th, Every engine part and horse power guaranteed.
- 6th, Absolutely frost proof.
- 7th, Positively most economical running engine made.
- 8th, Only engine with pulley on both sides.
- 9th, Small pulley on cam shaft, for very slow machines.
- 10th, Perfect Lubrication, cooling & ignition.
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- 12th, Made by reputable firm, 60 years in business.

United States Engine Works
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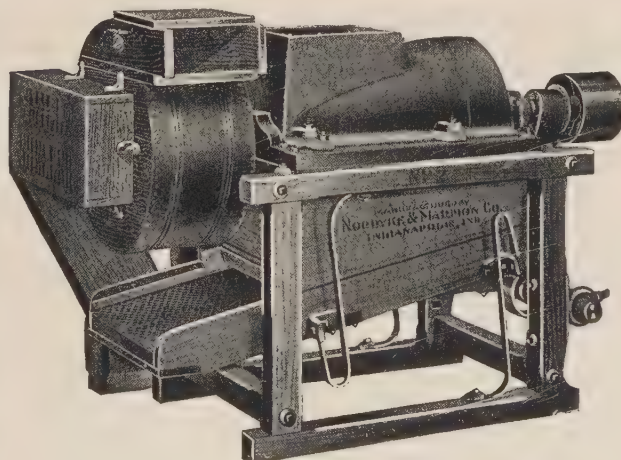
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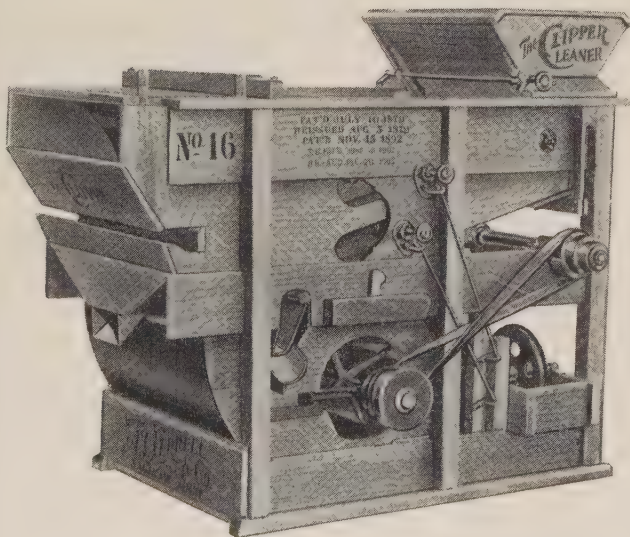
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ONE BOSS CARLOADER, been used two years, in good condition. Can ship instantly. Pollock Grain Co., Middlepoint, Ohio.

NEW TYPEWRITER AT A BARGAIN. New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Advocate-Review, Wilton Junction, Iowa.

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FOR SALE—One No. 1 Barnard & Leas corn sheller and cleaner combined in good repair. Replace with larger one, and no use for it. C. W. Hinkle & Co., Rushville, Ind.

AT A BARGAIN—New 25 H. P. gas and gasoline engine, and machinery for elevator. Bought instead of building. Also 15 H. P. stationary steam engine, and Hercules Bran Packer. Write Burrton Grain Co., Burrton, Kans.

FOR SALE.

No. 3 Marseilles Sheller.
25 h.p. Western Electric Induction Motor.
1 Rapid-Fire Hay Press.
All in first class condition. Address C. B., Box 1, Grain Dealers Journal, Chicago.

SNAPS—2 Double Automatic shovel machines \$25 each; 1-5 H. P. Steam Engine \$40. 4 Fairbanks Hopper Scales with timbers for frame \$35 each. 1 Rochester Grain and Flax cleaner \$30. 4 Boot tanks \$20 each. 1 fan 36" high \$20. 1 steam pump, used two weeks \$75. Elevator cups practically as good as new, 6"x18"-15c each, 6"x16"-14c each. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

SECOND HAND MACHINERY — We offer the following **Rebuilt Machinery** at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—One No. 177 Barnard's Double Side Shake Milling Separator for winter wheat (brand new), No. 3 and No. 98 Barnard's No. 8 Eureka Elevator Separators, No. 0 and No. 4 Richmond, No. 3 Eureka, No. 4½ Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 Eureka and No. ¼ Barnard's.

Feed Mills, 9x18 Allis, 9x18 Hutchison; 7x14 Great Western; 6x18 Hutchison; 9x18 Graham, all two pair high, and 9x30 Wolf, all three pair high; No. 3A and No. 4 Howell, one No. 2 and 2 No. 1 Willford three Roller Mills, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 19 inch, 22 inch and 26 inch Foos, 30 inch American, 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 18 inch Excel.

Corn Crushers, No. 1, Styles N. L. and T. Foos; Nos. 5 and 6 Excel; No. 2 Acme; No. 5 Corn Belt; No. 8 Bowsher.

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Elevator Belts—700 ft. 22 in. Rubber Belt, with 20x6 buckets; 400 ft. 18 in. Rubber Belts, with 16x7 buckets; 100 ft. 8 in. Rubber Belt, with 7x4½ buckets; and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter. Write for "Gump Bargains," giving complete list of all Rebuilt Machines and transmission appliances in stock.

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FOR SALE—1 Fire Box Boiler, 30 H. P., like new. 1 No. 2 Clipper Cleaner, like new. Wabash Supply Co., Wabash, Ind.

FOR SALE—Complete machinery for 150 bbl. Roller Process Flour Mill, including new 125 H. P. engine and boiler. All in first class shape, rolls recently recorrugated. For further information address Roller, Box 3, Grain Dealers Journal, Chicago, Ill.

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2 Robinson, 24" double head, steel mills
2 Robinson, 20" single head, steel ck., corn attrition mill.

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The above are all made by Munson Bros., Utica, N. Y., latest type, and in good condition. Will be sold at extremely low price. Meech & Stoddard, Inc., Middletown, Conn.

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1—26 H. P. St. Marys Gasoline Engine—\$125.

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1—25 H. P. slide valve Steam Engine—\$50. These are bargains, all in good condition. Write Goodrich Bros., Hay & Grain Co., Winchester, Ind.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alflee, belt drive; 1-7"x15" Alflee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

ELEVATOR MACHINERY.

1—Hutton Automatic Scale, used two months.

1—22x8 Standard Wagon Scale, good as new.

1—No. 1 Western Sheller, good as new.

1—No. 5 Marseilles Sheller, almost new.

1—Wood Cock Feed Mill, good condition.

1—Hocking Valley hand sheller and cleaner.

1—Boss Car Loader in good condition.

1—Chandler & Taylor, 25 H. P. Engine, and

1—35 H. P. Atlas Boiler, in good condition,

and can be seen running any day at our plant. Will sell any or all of the above

at bed-rock bargain prices. Address Simon

J. Carroll, Royal Centre, Ind.

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WANTED No. 2 Cutler dryer in good condition. Rhodes Co., Kinzie St., Chicago.

WANTED—A small second-hand sacking scale of any automatic make, quote price. H. G. Dehring, Curtice, Ohio.

Wanted—Second-hand gasoline traction engine and plowing equipment. Address Geo. H. Hess, La Grange, Ill.

WANTED—Second-hand 100 to 500 bu. capacity hopper scales including complete timbers; also portable scale of 500 to 800 lb. capacity, with pillar guards. J. L. Peters, Collett, Ind.

DUST COLLECTOR wanted. One small Cyclone Days Dust Collector, size sufficient to handle the dust from a No. 4 sheller and cleaner. State how soon you could ship. Pollock Grain Co., Middlepoint, O.

GASOLINE ENGINES

One 35 H. P. Natural Gas or Gasoline engine for sale. In good condition. Will sell cheap. Elliott & Reed Co., Richmond, Indiana.

25 H. P. FAIRBANKS-MORSE gasoline engine for sale. Complete and ready to run. Practically new. Price \$500. Gilboa Grain Co., Gilboa, Ohio.

FOR SALE, 1 35-H. P. Olds and one 25 H. P. St. Marys Gas Engines. Both in first class condition, will sell at a bargain, used only three years.—The Kaw Boiler Works Co., Kansas City, Mo.

1 **HIGH GRADE** 8 H. P. horizontal Milwaukee gasoline engine, only \$108.00. Fifty other good propositions for the power user. State your requirements before you buy. Badger Motor Co., Milwaukee, Wis.

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GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—40 H. P. Chandler & Taylor steam engine. Good as new. \$150. Fortville Milling Co., Fortville, Ind.

100 H. P.; H. S. & G. Steam Engine for sale. In use two years and in excellent condition. The Blish Milling Co., Seymour, Ind.

\$75 WILL BUY one 35 H. P. steam engine, slide valves. Guaranteed, in good condition. Meyer-Morfield Mfg. Co., Bonnots Mill, Mo.

For Sale—150 h.p. Howard & Behler Boiler with front and dome, and 40 h.p. bored to run 45 h.p. Buckeye Engine. Sold on inspection. Price reasonable. New galvanized iron smoke stack included. Correspondence solicited. Central Mill & Elevator Co., Bloomington, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

REFITTED SCALES.

100 to 2,000 lb., Portables.

4 to 10 ton; 14x22 ft. Wagon.

1,290 to 5,000 lb., Dormants.

1 Fairbanks Automatic.

1 Richardson Automatic.

14 ft. 100 ton R. R. Track Scale with

recording beam; Fairbanks.

Southern Scale Co., 407 4th St., St. Louis.

SCALE REPAIRS WANTED.

WE WANT our wagon and automatic scales tested, also some repairs.—Bowles & Billings, Grundy Center, Ia.

ELEVATORS FOR SALE.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

Illinois—Grain business, elevator, and home for sale. Handles from 200,000 to 300,000 bus. annually, no competition. Poor health reason for selling. Address Illinois, Box 4, Grain Dealers Journal, Chicago.

AT THE RIGHT PRICE—12,000 bu. elevator complete with sheller, cleaner, grinders and scales. Also coal bins. In good corn and wheat belt. On Union tracks. Address S. F. & S., Box 6, Grain Dealers Journal, Chicago, Ill.

CANADA—18,000 bushel capacity elevator for sale, doing more business than other two elevators. Good grain country. Splendid opening for lumber and coal business in connection. Saskatchewan Settlers' Land Agency, Wauchope, Sask., Canada.

ILLINOIS ELEVATOR, only one at a 150 car station on C. I. & S. R. R. 20,000 bus. capacity. Must be sold to close estate. If you want a good business write today. Address B. O. Y., Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

KANSAS—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

IOWA—\$3,000 cash will buy best 15,000 bu. elevator in Iowa. Ships from 100 to 125 thousand bus. All grain bought on good Margin. Will pay for itself in one year. Will not be offered for sale after May 1st. Address Alex, Box 6, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA—20,000 bu. elevator, lumber sheds and coal houses for sale. Good general retail business. Handled 60,000 bus. last year. Equipped with Richardson Automatic Scales. Price \$6,000. For further information, address A. M. C., Box 6, Grain Dealers Journal, Chicago.

ELEVATOR BARGAINS—\$3,000 S. Ind.; \$7,500 E. of Indpls.; \$15,000 N. W. of Loganport; one mill and elevator shipped out 200M bus. of grain, good retail—\$11,000. Great many other choice offers all prices. John A. Rice, Frankfort, Ind.

WISCONSIN. 10,000 bu. elevator and 50 bbl. steam roller mill for sale. On side track of main line of C., M. & St. P. R. R. No competition. Up to date flour and feed mill (Allis System). Everything in good running order. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago.

KANSAS—FOR SALE two good elevators, six and eight thousand bus. capacity, located in South Central Kansas six miles apart, a good town to live in, and the business has made plenty of money. Will sell cheap. Crop prospect good. Address Field, Box 6, Grain Dealers Journal, Chicago.

MINNESOTA—A 20,000 bu. elevator in good Minnesota town; only elevator in town; handles from 60,000 to 100,000 bus. each year. Also good flour and feed business in connection with elevator. \$5,000 to \$8,000 profit per year can be made at this point.—Price \$4,500.

SCHWAB BROS.

123 Guaranty Loan Bldg., Minneapolis.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

IN MINNESOTA'S BEST GRAIN LAND, a 30,000 bu., cribbed elevator, coal sheds, and corn cribs for sale. All in good condition and a first class business. Address, Best, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR BARGAINS—Two elevators, good houses, East Ind., one in good town, the other a new one-man house 4 miles out on same Ry. Free phone, all grain billed from town; shipped 195M bus. of grain, sold 68 cars coal and other good retail in one year. This is choice—\$12,500. John A. Rice, Frankfort, Ind.

Missouri—\$4,000 buys a nice feed and grain business in central Missouri on Mo. Pac. Ry. Including public scales, nice residence, good barn and outbuildings and 5 acres of good land. All in corporation of a good live town. Buildings alone would cost more if built now. All are in good shape and almost new. Address H. E. W., Box 4, Grain Dealers Journal, Chicago.

KANSAS ELEVATORS BOT AND SOLD.

FOR SALE—Terminal Elevator and five country elevators on R. I. Ry. New 400 bbls., flour mill on A. T. & S. F. Ry. Several elevators located on the R. I., A. T. Mo. Pac., and other railroads, all are first-class properties and in the heart of the Kansas wheat belt. Golden Grain Co., Hutchinson, Kansas.

OHIO ELEVATOR FOR SALE. Elevator in good live town of about 1,600 inhabitants. Capacity, small grain 12,000 bus., corn 8,000. Ware room 40x60, flour room 24x60, good building, new machinery, buildings located on 1.14 acres of land, on Big Four Ry. Doing between 40 and 60 thousand dollars per year. Will sell for \$9,000. The C. L. Lane Co., Bellefontaine, Ohio.

OKLAHOMA—Elevator Chop mill, Meal mill, Wholesale Grain, Flour and Feed business in Southern Oklahoma. Sales will approximate \$200,000 this year. Fine prospect for a big oat and corn crop. Plant paying 25 to 30% on \$30,000. Will sell cheap for cash or would take part pay in improved lands in Kansas, Oklahoma or Texas. Write for particulars. Address Box 567, Durant, Okla.

SOUTH DAKOTA—FOR SALE, modern elevator, coal, flour and feed houses in S. Dakota town of 600. All new and up-to-date. Flour and feed sales alone 15 cars per year, and good margins, no competition, no other elevator or feed store in town. Wife died recently, and wish to sell. If you want a good proposition get busy. Price \$4,500. No trade entertained. Address Chance, Box 3, Grain Dealers Journal, Chicago.

SOUTHERN KANSAS. For sale or trade for land. Roller flour mill equipped with 125 H. P. new engine and boiler, 8,000 bu. elevator with 5 dumps, corn sheller, two grain cleaners, two feed rolls, 300 bu. Fairbanks Hopper Scale, 35 H. P. gas engine and 15 tons. Located on main line of the Santa Fe in Southern Kansas. For further information address M. W. T., Box 3, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—25,000 bus. heavy cribbed elevator for sale. On own ground. Steam power, strong concrete foundation. Elevator and engine room floors concrete. Iron siding and roof, three stands of elevators, corn cleaner, corn sheller, attrition mill, wagon, hopper and platform scales. An up-to-date elevator. First class machinery and mill work. Handle flour, feed, salt, seeds, etc., as side line. Write O. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED TO RENT an elevator doing good business, handling 200 to 300 cars per year, or more. Address Cash, Box 6, Grain Dealers Journal, Chicago, Ill.

WILL TRADE one section eastern Montana land, 8½ miles from R. R., 450 to 500 acres tillable for one or two elevators in good North or South Dakota towns. E. Lloyd, Beach, N. Dak.

FARM FOR ELEVATORS—Offer 340 acres highly improved land, \$130 per acre, 5 miles east of Elkhart, Ind., in trade for elevators. What have you? John A. Rice, Frankfort, Ind.

WANTED TO TRADE two sections of good Montana grazing land with abundance of grass and water for an elevator in a live North Dakota or South Dakota town. Frank A. Cousins, Bismark, N. D.

WANTED TO BUY small grain elevator in Indiana or Ohio. Will not consider where another elevator or flour mill in same town. Must have good territory. Address Lynn, Box 6, Grain Dealers Journal, Chicago.

MISSISSIPPI PLANTATION to exchange for a line of elevators or other income property. Horses, mules and tools included. Prefer Ill., Ind. or Ohio elevators. Address Miss., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—730 acres of river bottom land, all in one body, 2½ miles from market, 690 acres under cultivation. Raised 25,000 bus. of corn and 4,000 bus. of wheat this year. Smallest crop raised in six years 16,000 bus. of corn and 5,000 bus. of wheat. Price \$125 per acre. Will consider trade for elevators. Address Box 206, Sandborn, Ind.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. LaCrosse Wrecking & Lumber Co., LaCrosse, Wisconsin.

MILLS FOR SALE.

Central Kansas—200 bbl. modern steam mill with elevator adjoining, in wheat belt, for sale or trade. Address B. B. Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. E. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

MICHIGAN MILL FOR SALE. Complete 75 bbl., steam roller mill for sale, cheap for cash if taken immediately. On railroad in town of 3,000. Excellent location for farmers elevator. Address H. Lewis, 216 S. State St., Ann Arbor, Mich.

FOR SALE CHEAP to settle estate. One of the largest flour mills in the South, with large shipping and local trade. Fully equipped with latest improved machinery. Located on two R. R.'s, in center of big wheat growing section. A great bargain to quick buyer. For full particulars, address Box 55, Winchester, Va.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

SITUATIONS WANTED.

POSITION WANTED by a competent elevator man. Address A. O. U. W., Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED TO CONNECT as manager with working interest with firm operating small line of good country elevators. Address "R," Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As engineer or elevator manager by an experienced man. All references. For particulars, address W. E. Michael, R. F. D. 3, Box 50B, Greenville, O.

16 YEARS EXPERIENCE in the grain business, and desire a position with some responsible grain firm as manager or grain buyer. Address How., Box 6, Grain Dealers Journal, Chicago, Ill.

7 YEARS EXPERIENCE as manager of country elevator wants position as manager or buyer for one or more elevators. Married and dependable. Address Live, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED position as grain buyer, have had several years' experience in buying grain and selling coal. Can give references. Iowa or Minn. preferred. Address Greene, Box 5, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN desires position with good grain, coal and seed firm in Western Ohio, 5 years in grain business as manager and bookkeeper, married, can give best of references. Write A. B. C., Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED by a sober industrious single man, as manager and agent of grain elevator handling coal or lumber where there is something doing right along. Experienced, right on the job, and no sport. Address Iowa, Box 6, Grain Dealers Journal, Chicago, Ill.

Wanted by an Experienced Man to associate with grain firm as manager of elevator, grain, flour and feed business. Would invest \$1,000 to \$1,500 in plant. Southern Kans. or Northern Okla. preferred. Address 66, Box 4, Grain Dealers Journal, Chicago.

A REAL LIVE GRAIN MAN, 9 years in grain business, married, first class gas engine and elevator machinery mechanic. Familiar with all leading markets, three years' experience as grain buyer and seller. Best of references. Address Experienced, Box 5, Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

WE HAVE at all times on hand for disposal large quantities of all kinds of second-hand Burlap and Burlap Bags, as well as Cotton and Paper Flour Sacks, for all purposes, which we offer at reasonable prices. Our specialty is purchasing most anything in this line and grading and mending them for the consumer. Peerless Trading Co., 106 Canal St., Syracuse, N. Y.

DYNAMOS—MOTORS.

100 K. W., 125 V., General Electric Dynamo and switchboard, direct connected to 15" x14" Ideal Engine. Perfect condition. E. H. Nagelstock, Rector Bldg., Chicago.

For Sale—One 10 h.p. 500 volt Thompson Houston direct current motor. One Kentucky Electric Co., 20 light dynamo 110 direct current. One 30 light Mather engine on direct current. One 20 h.p. gasoline traction engine used to plow 100 acres. Address A. H. Arp, M. D., Moline, Ill.

HELP WANTED.

TRAVELING SALESMAN calling on elevators, etc., will hear of highly profitable side line (no samples) by addressing Dept. B, Box 663, Cincinnati, O.

BRIGHT YOUNG MAN, single, with some education as bookkeeper and helper around lumber yard and elevator whenever services are needed. Address Kee, Box 6, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN SOLICITOR for North Dakota and Minnesota Territory wanted. Reply giving experience, present occupation, salary expected and full particulars. Address 635, Box 6, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

GOOD OPPORTUNITY for experienced elevator man with capital of \$4,000, established business. Good proposition. Address P. O. Box 265, Edwardsville, Ill.

ST. LOUIS GRAIN FIRMS LOOK, experienced grain man, with money and No. 1 references, wishes to connect himself with an established reliable grain firm of the above market. Address Lock Box 512, Toledo, O.

NORTH CENTRAL IOWA. For sale grain, coal and live stock business, all doing a right good and profitable business. Consideration \$4,500. Address Profitable. Box 1, Grain Dealers Journal, Chicago.

WANTED—To correspond with a practical saw mill and stave man who has some money to invest in a running proposition. Well located. Address Lock Box 512, Toledo, Ohio.

FOR SALE—Half interest in our grain, feed and poultry supply business. Chance to make plenty of money and have management of business. Good reason for one partner retiring. The Bowen-Snyder Co., Mansfield, Ohio.

CARBON REMOVER.

RIGHT CARBON REMOVER compounded and patented by Dr. D. E. Cripe. Keeps all kinds of gasoline motors, also stationary engines, clean without harm even to the polish in motor, after two years' thorough test. Package postpaid for \$2. Right Carbon Remover Mfg. Co., Frankfort, Ind.

FERRETS.

RATS, RATS; RATS, around an elevator are bound to eat up your property and money. Ferrets are a guaranteed safeguard and exterminator. Prices right. Keefer Bros., Greenwich, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

LAND FOR SALE.

FOR SALE—One half section of land in Barton Co., Mo., to settle estate of John G. Bruns; for particulars call on or write F. A. Bruns, Willmington, Ill.

FOR SALE OR TRADE. 200 acres of land adjoining good town in the Panhandle of Texas, improved, all in cultivation. Clear. Address McMillen & Fergus, Van Wert, O.

AUTOMOBILES.

BRAND NEW 1912 Automobiles, any make, any model, fully guaranteed, \$50 to \$500 less than regular prices. State make and model wanted. Referenced agents wanted in every town. Owners get our selling-cost-eliminated-prices for tires and accessories. The Union Motor Sales Co., 1127 CPA, Dayton, Ohio.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

MEAL WANTED.

WE ARE ALWAYS IN THE MARKET for straight and mixed cars—corn chops, sacked corn, straight and millrun bran, corn meal in 35 lb. and 17½ lb. sacks, oats, in fact all kinds of feedstuffs delivered basis Group 1 Texas Points. Shall be pleased to have prices from reliable manufacturers. Address S. F. Nelson, Winnsboro, Tex.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

WHO WANTS CORN AND OATS? Write the Golden West Grain Company, Sioux Falls, S. D. They have an abundance of it and can ship everywhere.

Rudy-Patrick Seed Co.

CANE, MILLET, ALFALFA

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KANSAS CITY, MO.

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GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

PROPOSALS FOR FORAGE—Chief Quartermaster's Office, Federal Building, Chicago, Ill., March 1, 1912.—Sealed proposals will be received here until 1 o'clock P. M., Central Time, April 30, 1912, for furnishing and delivering at Chicago or other prominent railroad points; 8,000 tons hay and 6,000 tons oats. Information furnished upon application. Jno. L. Clem, Chief Quartermaster.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

WANTED TO BUY—Clover, Timothy and Alfalfa, fodder and field corn. Stoecker Seed Co., Box E, Peoria, Ill.

SCARLET OR CRIMSON clover seed wanted from Europe. Peninsula Produce Exchange of Maryland, Pocomoke City, Md.

SEEDS WANTED—Cow Peas, all varieties. Quote best price F. O. B. your station or deliver Pocomoke. State quantity and variety. Send sample. Peninsula Produce Exchange of Md., Pocomoke City, Md.

Wanted—Field Seeds—Millet (all varieties). Cane, cowpeas, speltz, popcorn. Samples solicited. All kinds of field seeds for sale. Ask for samples. Mitchellhill Bros., St. Joseph, Mo.

SEEDS FOR SALE.

ALFALFA SEED, Seed Corn, Blue Stem and Fife Wheat, Durham Wheat, Balled Barley and Millets for sale. The Lytle Elevator Co., Miles City, Mont.

PEAS—Whip-poor-will, mixed and New Eras, local or car lots. Ask for samples and quotations. Brown-DeField Grain Co., Charleston, Mo.

SEEDS FOR SALE

Alsike, Red Clover and Timothy Seed. Native grown. For prices and samples, write Geo. W. Adams, Box 163, Bryant, Ind.

FANCY HIGH BRED Broom Corn Seed. We furnish this seed to U. S. Government for Crop Improvement. Address Fancy Broom Corn Seed Co., Lock Box 32, Oakland, Ill.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

SHULTZ SEED CO.
OLNEY, ILL.

RED CLOVER
ALLSIKE
TIMOTHY
RED TOP
COW PEAS

SEEDS

OFFER
FOR
PROMPT
SHIPMENT

MILLETS, etc., in CARLOADS or LOCAL LOTS

Ask for SAMPLES—Our PRICES Will Do the Rest.

We Are Located in Heart of RED TOP Country

Different From All Other Advertised Brands

GARTONS

NEW PURE BRED SEED OATS

Gartons New White Oat President.

Gartons New Regenerated Swedish Select (latest strain for 1912).

Gartons New Black Oat Victor.

Guaranteed 100% Pure

Bred and raised by Gartons, who are the only Actual Commercial Grain Breeders on this Continent.

Special to Elevator Men, send 10c and we will mail you a large sample of each of the above named new breeds of Oats together with a coupon worth 25c in trade and Gartons Book of the Farm worth its weight in dollar bills. Show these samples to your customers, interest them, make it clear they must increase their crop. These Oats raise from 15% to 40% more Oats than ordinary run-out or worn-out Oats.

By increasing the farmer's oat crop you can increase your elevator returns of better quality oats which never miss grade.

For Club Orders we will make you a specially tempting low price and will ship all orders C. O. D. if desired, subject to examination at your own station before taking delivery. Write for further particulars

GARTON-COOPER SEED CO., 51 First Street, SUGAR GROVE, ILL.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

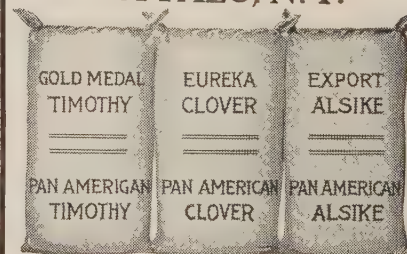
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Headquarters for Wisconsin Grown Timothy and Clover Also Dry Land Montana Grown Alfalfa

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Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

NOBLE BROS. SEEDS

The best evidence that clover seed is not foreign grown is its freedom from buckhorn and dodder seeds. We have the purest of domestic seed. High testing seed corn, ear or shelled.

NOBLE BROS.

Central Ill. Seed Merchants

GIBSON CITY, ILL.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

UTAH ALFALFA SEED. Quality right, price right. Vogeler Seed Co., Salt Lake City, Utah.

FOR SALE a few cars of Hungarian seed. Send for samples and prices. C. E. Nichols & Co., Lowell, Ind.

FOR SALE—Clover and Timothy as per prices and samples. Stoecker Seed Co., Box E, Peoria, Ill.

GERMAN MILLET is our specialty and we are now in position to furnish the trade with new crop seed either in small or large quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

WE HAVE a surplus of clover seed and alsike, and carry a full line of field seeds. Will be glad to send samples and prices on application. Caughey & Carran, Chamber of Commerce, Detroit, Mich.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

John A. Salzer Seed Co.

GROWERS and DEALERS of FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

SEEDS FOR SALE.

MAMMOTH and timothy seed. For prices and samples, write Walter G. Trumpler, Tiffin, Ohio.

HIGH GRADE SEED CORN and seeds for 1912. Send for catalog. Address Geo. T. Fielding & Sons, Manhattan, Kan.

ORCHARD GRASS AND BLUE GRASS. Ask for free booklet, samples and prices, car lots or less. Louisville Seed Co., Louisville, Ky.

SEED CORN for sale. Johnson Co., white; Johnson Co., yellow; and Reids yellow Dent. Tested and Guaranteed. B. F. Cole, Trafalgar, Ind.

PEAS. Whippoorwill, Blackeyed and Cream Peas in local or car lots. Ask for prices, f. o. b. Texas points. Reinhart Grain Co., McKinney, Texas.

FOR SALE

Alfalfa Seed Timothy Seed

THE NEBRASKA SEED COMPANY

OMAHA, - NEBRASKA

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

IF YOU ARE IN THE MARKET for Medium or Mamouth Clover Seed, also Alsike and Timothy Seed, ask for samples. If you have seed for sale mail samples. Kraus & Apfelbaum, Columbia City, Ind.

HOME GROWN

MEDIUM AND MAMMOTH RED CLOVER ALSIKE AND TIMOTHY.

If you want high grade qualities, we have them.

Write for samples and prices. LOOK OUT for the FOREIGN MIXTURES, at a little less money. Get the best that can be procured. We sell that kind.

THE SNEATH-CUNNINGHAM CO., TIFFIN, OHIO.

SEED CORN Plant the best and highest yielding corn that grows. Send at once for free corn book giving description, proof and prices. E. D. ROBERTS, Corn Specialist, Red Oak, Iowa

IF YOU WANT

the Top of The Market for your TIMOTHY SEED Mail 2 oz. samples for bids to

SEED G. S. MANN, BROKER

512 Postal Telegraph Bldg., CHICAGO, ILL.

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO. OGDEN, - UTAH Est. 1887

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

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SEED DEALERS

Clovers Millets
Timothy

Columbia City, Indiana

W. H. Small & Co. SEEDS

Clover
Alsike
Alfalfa
Crimson Clover
White Clover
Timothy
Red Top
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Blue Grass

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THE ALBERT

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SEEDS

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CHICAGO

MINNEAPOLIS



Minneapolis Seed Company
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

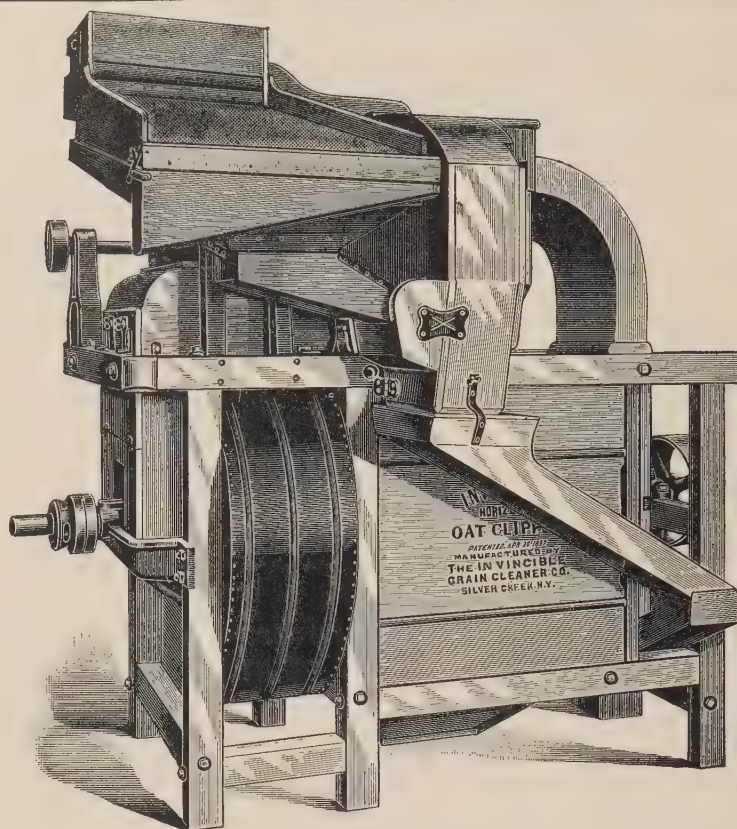
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

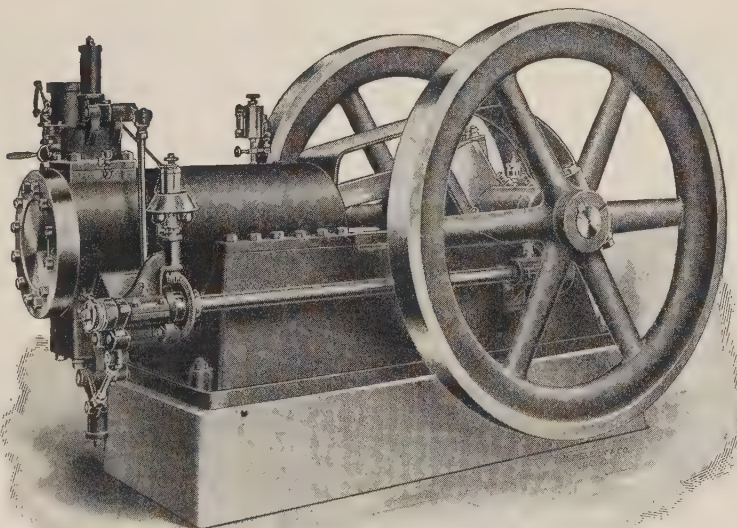
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SUPERIOR GASOLINE ENGINES



Are the most economical
POWER that can be in-
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ready to start.

They are strong, durable
and reliable. Each engine
is fully guaranteed for pow-
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fuel.

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MILLS and corn **SHEL-**
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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

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CHARLES S. CLARK, Manager

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 25, 1912

TESTING seed corn now may greatly increase the receipts at the elevator next winter. Try it.

GRAIN DEALERS have been shedding alligator tears most of the time since Dr. H. W. Wiley resigned from the Bureau of Chemistry.

REPORTS on the condition of growing grain and the stocks in farmers' hands in your section will be most welcome. Let us hear from you.

TRACK BUYERS who bid scoopers and farmers for grain cannot expect to win the favor or patronage of regular dealers who have elevator facilities.

GRAIN BUYERS who accept corn containing 20% water at No. 2 prices, are being swindled, as they cannot sell water as corn in any central market.

IF THE grain trade is so fortunate as to secure the enactment of the Pomerene Bill, which is known as S. 4713, it will obtain more consideration and fairer treatment at the hands of transportation companies than under any bill introduced previously. Shippers who have any friends or influence in Washington should quickly exert it in behalf of this most equitable bill now pending in the Senate.

REPORTING cars seen leaking grain in transit may assist a brother shipper in collecting for lost grain and encourage him to report your cars when he sees them leaking.

ARE YOU buying all grain on grade? The sooner shippers buy by the grades used in classifying their grain at terminal markets, the sooner will they be ready for the full enforcement of the Food & Drugs Act.

SO MANY states now have workmen's compensation laws, or soon will have, that every employer of labor where machinery is used, needs to study his liabilities and if possible obtain insurance against accidents to employees.

THE CONTINUED rainfall last Fall and the late Spring give promise of a reduced acreage, because of farmers' inability to plow their fields in time for seeding. This may prove true, but present prices are very likely to spur the farmers on to plow early and late, until more than an average acreage is planted.

THE EFFORT to kill the Commerce Court seems to have been stimulated by some decisions of the court contrary to the views and wishes of persons strong in the party councils. Was it an error in the selection of judges? Surely the special work of the court should facilitate litigation and insure a larger percentage of equity in transportation decisions.

GRAIN DEALERS everywhere will be pleased to learn that a market has finally been found for cobs. The Indiana Milling Co. of Terre Haute has evidently found a use for them which permits of their paying a fair price for them f. o. b. shippers station. The insurance companies, as well as the grain elevator owners will welcome the day when a good demand is found for this waste product. The burning of them by the elevators, while disposing of the waste, has generally increased the fire hazard more than it reduced it.

LEAKING grain cars seem to be just as numerous as ever in the shipments arriving in St. Louis, as reported by the supervisor of weights in this number. Many of these leaks are due primarily to shippers accepting cars which are not in condition to transport grain, and in many cases they do not take the proper steps to place the cars in condition to retain the grain entrusted to them. So long as the railroad companies insist on shippers loading worn out cars, they should not hesitate to pay the losses due to leakage. When the railroad companies make an earnest effort to stop this leakage, the shippers will give more attention to the character of the boxes into which they place their grain and refuse to use most of them without good car liners.

IF CHICAGO grain store houses are not soon relieved by heavy shipments, the congestion will cause embarrassment to those who desire to make delivery on future contracts. So many large grain elevators have been burned and wrecked during recent years, Chicago's storage room has been greatly reduced.

THE SUGGESTION that every grain dealer keep a large map on his wall, showing the different sections and farms, the farm owners and the tenants, so that he can keep track of what each one is growing and have more reliable information regarding the responsibility of his different customers who call for advances, is a good one, and no doubt could be followed with profit.

THE ESTIMATES of the Dept. of Agriculture on the supplies of grain are looked upon with considerable suspicion by careful students of conditions. The government is spending so much money in an effort to compile reports which shall be of value, it would seem that something worth while should be obtained. However, its figures on farm reserves are next to worthless.

IF THE drafters of the Food & Drugs Act did not intend that it should be applicable to grain in its natural form, as it comes from the fields, then the law should have so specified. It is not too late to amend the law and make the letter of it agree with the original intent. While grain dealers are often responsible for the mixing of grain of different varieties, still the farmer frequently gathers from the same field similar grains and without intending to do so.

LI LI KELL, the famous weather prognosticator has been elected president of the Cropkillers Union, and no doubt will give a spectacular demonstration of what can be done in his new field of labor soon. He declares that car window observations on conditions of winter wheat can not be depended upon until the snow is gone. It is evident the Professor does not believe in digging his way thru snow and ice. Mr. Kell's reports will not be published in the Journal.

THE PRESIDENT of the Burlington R. R. is agitating with the governors and the railroad commissions of the west the enactment of trespass laws, which will stop hobos and others trespassing upon railroad property to the injury of themselves and the damage of the railroad companies. Every grain elevator owner will gladly co-operate to the securing of such legislation. The fewer tramps wandering about the country, the fewer elevators will be burned, as the result of mysterious fires started by these lazy loafers. When any effectual check is placed upon their meanderings, all interested will profit directly.

THERE IS some talk of trading separately and in different kinds of wheat for future delivery on the Chicago Board, but the proposition is sure to result in confusion and narrow the market for each kind of wheat. Some years red winter wheat might be scarce, while other years contract grade of spring wheat would be scarce, and the variation in the supply of each grain would be reflected in the market, unless each was made deliverable on contract for the other at a discount.

ADVANCING money to farmers on grain sold, but not delivered, frequently proves unprofitable. The farmer, knowing that he is expected to deliver his grain to the money lender, hesitates to do so because he fears he will not get the full market price for it, and some prefer not to do so because they are averse to repaying unsecured loans. An Iowa grain company which advanced a farmer \$60 has succeeded in recovering the \$60, but of course is out the farmer's good will and interest.

SHIPPERS continue to complain of delays in transit, but relief seems to be near at hand, as the miners' strike next week will relieve the railroads of the coal traffic so they may utilize their surplus fuel in hauling the grain. Profiting by the experience of the United Kingdom, which has had all lines of commercial effort badly crippled for weeks, the National Administration is not likely to permit a long suspension of mining operations without an earnest effort to bring about arbitration and a working truce.

THE Interstate Commerce Commission has refused to interfere with rates on grain to Baltimore from Illinois and Indiana territory. Baltimore seemed to feel that some western shippers were obtaining an advance in the billing. However, the famous Illinois Proportion billing will soon be abolished, and billing on grain from Illinois points to the seaboard via Chicago will be of no value, as the thru rate will be the sum of the two locals, viz.: 7 plus 16 cents in the case of all excepting oats from most Illinois points.

A KANSAS elevator manager, who has admitted taking overweight from farmers, has issued a letter attempting to excuse his action by charging every elevator manager with taking 10 lbs., not only on the gross weight but on the tare. If elevator men did just as the Stockton manager says, then the 10 lbs. taken off the empty wagon would simply offset the down weight taken off the loaded wagon, and the farmer would thus get paid for the full amount of grain delivered. Many wagon scales are not designed to weigh less than 10 lbs. Their beams are notched to break on 10 lbs., but inasmuch as the same scale is used for obtaining both the gross and tare weights, the average will not show any gain for the elevator.

SHIPPERS who are buying all corn by grade and placing the blame on Dr. Wiley are fully justified. They did not have back bone enough to adopt the correct method of buying corn before.

THE MORE discriminating the buyer of damp corn, the more certain his profits. Dealers who do buy off-grade stuff should discount it enough to protect them against any loss thru spoilage in store or shipment.

THE Illinois Federation of Women's Clubs will hold a good roads convention in Chicago Apr. 3d and 4th, to promote a more general interest in good roads. This improvement is one in which every grain dealer can take part and thereby help not only his farmer patrons, but his own business. Much more grain would be hauled to market by the farmers if the roads were passable every day of the year. Even tho passable roads would increase the marketing of grain only one wagon load to each farmer, it would make considerable difference to every dealer.

AFTER dealers have determined the fixed charges on operating their elevator and the amount of grain shipped annually from their station, it should be an easy matter to determine on what working margin they can afford to buy grain. The price being paid by competitors should have no influence whatever upon the price bid by any dealer. If all would stop handling grain for the sole purpose of preventing their competitors handling it, the folly of doing business for nothing and paying your own board would stop.

A BILL is pending before Congress, which is designed to secure the co-operation of the federal government and the several states, in providing increased appropriations for agricultural colleges, and in conducting their work, to the end that ultimately a trained worker will be placed in every county of the country, to instruct the farmers how to adapt their work to local soil and climatic conditions, with the most profitable results. If the entire country applies itself to instructing the farmer how to grow grain, some results should soon be obtained.

GASOLINE is a very good slave, so long as it is not permitted to come in contact with an open flame outside of the engine cylinder. Carelessness in priming the engine and in handling the fluid about the engine room has resulted in the destruction of a number of elevators, and last week Indiana lost another, because an elevator employe attempted to melt ice in a pan by burning gasoline on top of it. The fact that the property was insured does not excuse the wanton destruction. The policy holders of the companies paying the loss must make good for the carelessness of the employe.

THE IMPORTANCE of keeping children out of the elevator and away from the warehouse is apparent to elevator owners who have been sued by parents or guardians of children injured. In North Dakota news column this number, is recited the case of an 8 year old girl caught in a revolving elevator shaft and badly injured. The jury's verdict allows her \$4,500 damages. Had children been prohibited admission to the elevator, her legs would not have been broken, her arm pulled out of its socket and her life despaired of for months. It is much better for the children and less expensive to keep them out of the elevator. They have no business about the machinery and should not be permitted to turn the plant into a playhouse.

NOW that the presidential election is approaching, the National Administration is very active in the organization of a National Board of Trade. Years ago the country had a National Board of Trade, which met annually and resolved, and resolved, and resolved, and never did anything but simply talk and resolve. Its resolutions were never followed by protests, petitions and pleadings, consequently its convictions had little influence on persons who did not attend the meetings. Recognizing the inefficiency of the old organization, the Board of Trade joined in establishing the Council of Grain Exchanges, and it has done more practical work since its organization than the old National Board ever thot of doing. If the new National Board of Trade is to amount to anything, it must have some definite object on organization and a working force which will keep busy the year round.

THE FACILITY with which railroad rate clerks overcharge shippers, and the frequency with which the incorrect rates are successfully assessed, proves conclusively that so few buyers are fully posted as to the correct rates that the rate clerks have little fear of their "blunder" being detected. The little matter of charging for the minimum carload weight on two cars of grain which were bulkheaded in one car seemed perfectly correct to Northwestern freight officials until the ruling of the Minnesota Railroad Commission was quoted. Another case has recently come to light in which an interstate carrier, which was a party to a joint tariff establishing a minimum weight of 30,000 lbs. for rye, insisted upon collecting for 56,000 lbs. The one great trouble with overcharges levied by railroad companies is that the shippers have nobody engaged in checking over their freight bills, and presume that the carriers' agent knows the correct rate. It is very evident that the members of every shippers' organization would profit largely by employing a traffic manager, who is thoroly familiar with the tariffs, and can quickly determine the correct rate on any shipment.

COMPULSORY ARBITRATION COMING.

The reluctance of some of the grain exchanges to make arbitration of trade differences between members compulsory is really astonishing. Several shippers' ass'ns. have had compulsory arbitration rules in force for years, not because they expect to force members to submit to injustice or unfairness, but because they are determined to uphold the cause of justice and equity. To refuse to require members to arbitrate differences with one another is to encourage wrong doing and spiteful litigation. The champions of arbitration do not expect to gain anything to which they are not fully entitled. All they seek is fair dealing, without the necessity of expensive lawsuits, and every exchange, as well as every grain trade ass'n. can help to bring about fair dealing and assist everyone in the trade to a clearer understanding of the rights of each party to every controversy.

The study of arbitration decisions has been an education to many grain dealers, who ordinarily were fair-minded, but were unable to overcome a natural prejudice in favor of their own side of the controversy. The grain trade needs arbitration everywhere, because it affords an inexpensive means of settling trade differences, as well as insures the most equitable settlement.

Everyone in the trade has much to gain by arbitration, and only those will lose thru the general adoption of arbitration, who make it a practice of bull-dozing the weaker members of the trade into accepting their view of every controversy. In the interest of right, let every trade difference be arbitrated.

RAILROADS WILLING TO PAY FOR CAR DOORS.

Various articles have appeared in recent numbers of the Journal, bearing on the payment of grain shippers for car doors supplied. Different supreme courts have decided it was the duty of the carrier to place its cars in condition to receive the freight tendered for transportation. The railroads readily recognize their moral obligation to supply grain doors for every car tendered for the transportation of grain, but they must heed the ruling of the Interstate Commerce Commission and avoid doing anything which will have the appearance of a rebate. The filing of the tariff providing for the payment of 50c for each grain door or a maximum of \$2.00 for each car supplied, was for the purpose of making it possible to give shippers some compensation, without laying themselves open to the charge of rebating.

If shippers would begin suit in a justice court for compensation for time, labor and material used in the construction of grain doors, they would readily obtain judgment for the full amount of their claim, and in most cases the railroads

would not take the case to a higher court. They would simply accept the decision of the justice as grounds for payment which they know is properly due the shipper. No one doubts but what the service is performed, and that the shippers are fully entitled to even more compensation than they generally ask, but where the case is taken up with the claim department of a railroad, the point involved is not whether the carrier is under obligations to the shipper, but can it legally and without fear of prosecution, pay the claim.

The Interstate Commerce Commission has decided that the railroad companies cannot pay such claims, unless their tariffs so provide, hence the railroad companies will very gladly pursue the most profitable course and refuse to pay any claim for grain doors voluntarily.

J. Vining Taylor, Sec'y of the National Hay Ass'n, reports 51 new members.

SHIPPERs who watch our columns devoted to "Changes in Grain Rates" have the peculiar satisfaction of posting their station agent occasionally, and to their own profit.

Toledo, O.—Grain dealers from nearby are meeting here today. They seek light. They have all taken many degrees in buying grain. There is no eight-hour law for them. They work from daylight to bedtime, and fret most of the night. They must handle and caress their grain the same as they do their best girl, if they would keep it in good condition. They like "cool and sweet" stuff, but must sleep with it until it arrives at its destination, or there will be Hades to pay and overdrafts to reimburse. Many of them do not appreciate the great system the Boards of Trade have perfected for handling their grain and securing information for them from all over the world, so they can act intelligently and select the most desirable outlet.—C. A. King & Co.

Discriminatory application of the milling in transit privilege has resulted in protests before the Interstate Commerce Commission by three cities. The Chicago Board of Trade complains against the C. & A. and other railroads tapping northwestern territory because flour produced from wheat milled in transit at Minneapolis is transported to Chicago under reconsignment privileges at a lower rate than wheat itself. The demand of the Board of Trade is that wheat shall take no higher rate than flour. The specific complaint is based on a rate status which makes Chicago grain brokers pay 10c on wheat from Minneapolis to Chicago, whereas Minneapolis millers, by buying their grain in Kansas City, Omaha and North and South Dakota, get a proportional, after milling in transit, which allows them to ship flour into Chicago at 7½c. Indianapolis grain and mill men have also assailed the rates, regulations and restrictions on grain and grain product shipments from Indianapolis to all states south of the Ohio and east of the Mississippi rivers. They urge that they are being discriminated against by the railroads on grain originating in Illinois and other states west, which is milled in transit at Indianapolis and reconsigned to southeastern territory, in favor of Ohio river transfer cities. The third complaint comes from Meridian, Miss., and is of a nature similar to the others.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Ga. 72114 loaded with yellow corn, leaking badly over draw bar, was set out at Parnell, Ill., Mar. 18, and repaired by us.—E. P. Armstrong & Son.

L. S. & M. S. 42514 passed thru Ambia, Ind., Mar. 17, leaking yellow corn at side of car.—Ambia Grain Co.

C. of G. 11912 passed thru Kessler, O., at 4:33 p. m., Mar. 16, eastbound, leaking oats at side door; train did not stop and we were unable to repair or stop leak.—G. W. Falknor & Son.

Ill. Cent. 48307 passed thru Cleveland, Minn., Mar. 15, with a very bad leak in one end.—Farmers Elev. Co., per C. Roscoe Davis, mgr.

N. C. & N. W. 48582 leaking yellow shelled corn very badly was set off about Mar. 14 at New Haven, Ind., for repairs; loss will be large. Car evidently given to Nickel Plate by Wabash as it was set on transfer track.—Stiefel & Levy.

S. L. & S. F. 32977 passed thru Dunlop, Ill., Mar. 10, leaking oats badly at draw bar. No chance to repair.—Jackson & Shehan.

S. L., I. M. & S. 20178 went east thru Argos, Ind., Mar. 9, leaking clipped oats.—R. A. Kuhn.

Wabash 68284 passed thru Colburn, Ind., Feb. 26, with door post broken out at bottom. Car was loaded with yellow corn and had been leaking badly. Some one had made repairs and stopped leak. Car had Wabash seal 334928.—W. F. Noble.

I. C. 20982 passed thru Curlew, Ia., Feb. 23, leaking corn over drawbar; did not notice it until train was leaving, no chance to repair as train was moving.—Melvin Fisk.

WORKMEN'S COMPENSATION in Kansas.

An interesting application of the Kansas Workmen's Compensation Law has just occurred in connection with an accident in the Inter-Ocean Mills at Topeka, Kans. The accident was caused by the loosening of a wire cable which was attached to a car of grain, being pulled in position for unloading by the car puller. The injured employe, Joseph Mauer, altho standing more than forty feet away, was struck on the back of his head by a chain attached to the end of the cable. The injury resulted in death within a very short time after its occurrence.

This is the first case of accidental death which has occurred under the Kansas Workmen's Compensation Law where the employer had elected to come under the law. Willis Norton & Co., who are the owners of this property, were insured in the Millers Mutual Casualty Insurance Co. of Chicago and reported the accident immediately to it. A check to the amount of \$1,638.00, which was the amount of compensation fixed by the law in this case, was immediately mailed to the assured and will be endorsed by them over to the widow and her two minor children, the complete settlement and payment of this death being made on the third day after the accident. The assured were also reimbursed for all necessary surgical and medical attendance as their policies contained the Full Medical Aid Clause.

TOO LATE TO CLASSIFY.

IOWA FOR SALE 25,000 bu. elevator, coal, feed and produce business. Doing good business. Good reason for selling. Address, Produce, Box 6, Grain Dealers Journal, Chicago, Ill.

IN MEMORIAM.

FROM PEORIA.

Little drops of water,
Little grains of corn,
Made the mighty Wiley
Treat us all with scorn.

He said when corn and water
Loaded up a car,
Good "No Grade" it can't be,
If it travels far.

Said, that when a car load
Went outside the State
Boogie men would get it,
The corn they'd confiscate.

Wiley took his pencil
And framed a little law,
Which made the grain men stand aghast
And rage at what they saw.

Things said about old Wiley
Were really most unkind,
But what the ——— care we,
The Doc has now resigned.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

HAY UNDER FOOD AND DRUGS ACT.

Grain Dealers Journal: And now the cow is coming into her own and is to be protected by the Pure Food Commission of the National Government. The Commissioner of Agriculture of the State of Georgia, by authority of the Secretary of Agriculture at Washington, seized and confiscated a car of alfalfa shipped from Nebraska into that State. In his report he alleges that the shipment was found to consist in part of a decomposed vegetable substance, to wit: musty and moldy alfalfa.

We have in addition to the above, in the last few days, received other complaints of the same purport from widely separated parts of the country. So it would appear that the buyer and consumer of hay are profiting by the recent decision of the Government's Pure Food Department referring to misbranding corn and corn getting out of condition in transit.

It behooves us to be very careful in handling the balance of the crop and to adjust ourselves speedily to the new conditions. It would appear that hay unfit for feeding purposes must not be shipped without your state, and it must not be misbranded.

No more can we safely ship No. 2 hay and call it choice or No. 1. As this is the cleaning up time in the trade hay barns, storage, and grading sheds are being emptied we cannot be too careful in shipping their contents. Our Ass'n has had no controversy with the Government and we must do nothing to warrant an interference.

Our advice is that shippers load no musty, mow burned, rotten, very weedy or wet hay in a car under any circum-

stances, that in invoicing hay describe it just as it is. It is just as unlawful to misbrand hay as it is to ship rotten hay, and the penalty is the same, namely, confiscation of the hay and liability to a fine. Ship mixed cars and odds and ends to a market where it can be officially inspected and release the shipper from further liability, in doing this invoice it simply as baled hay.

We think it inadvisable to ship this kind of hay to interior trade as it gives the buyer an advantage that is unfair. We would advise that in as far as possible shippers confine their business to members of The National Hay Ass'n. If a customer is not a member ask him to join. Our experience is that we have little or no trouble with members of our Ass'n.—P. E. Goodrich, pres. National Hay Ass'n, Winchester, Ind.

THE LARGEST CARLOAD.

Grain Dealers Journal: Knowing that you are seeking for the largest load of grain, we are pleased to inform you that we have it. On Mar. 19th, 1912, we unloaded S. P. 30149, containing 138,550 lbs. of No. 4 yellow corn, or the equivalent of 2,474.06 bus. If any one can beat this load, we will be pleased to have the dates and figures. Yours truly, Saunders & Westrand Co., Council Bluffs, Ia. H. E. Scott, Supt.; Harry Appleton, Tallyman.

DEALERS SHUD DEMAND AMENDMENT OF LAW.

Grain Dealers Journal: I have no idea of leaving the grain business unless Dr. Wiley gets to be president and forces us to eat all the grain we grow. I believe all readers of the Journal should get after their representatives in Congress and induce them to secure an amendment of the Food & Drugs Act, so as to permit of the marketing of grain in its natural form, as taken from the fields, without interference by chemical laboratory fiends with a hobby.

Just think of this great corn growing state being unable to ship its poor corn beyond the state line. Now Illinois, with its great distilleries in the middle, can easily dispose of its off-grade corn without much loss, but Iowa would simply have to eat its own grain.—C. A. Johnson, New Madison, Ia.

BIDS SHOULD BE CONFINED TO DEALERS.

Grain Dealers Journal: I would like to see millers and track buyers stop sending quotations to farmers and general merchants. How do they expect us to buy grain at a price that will enable us to sell it to them, when they are bidding the same price to everyone else. It looks as tho these bidders were new in the business. Surely they would not think of bidding everyone if they had commenced at the bottom and worked their way up. Frequently when I go to the postoffice to get my mail, I find farmers and general merchants receiving the same bids that are sent to me. If they would confine their bids to those who provide facilities for storing and loading grain in carload lots, they would be much postage and some business ahead. As it is, they make it very difficult for the regular dealer to do business at a profit.—C. A. Downing, Gracemont, Okla.

READ YOUR BRISTOL MERCANTILE AGENCY CONTRACT.

Grain Dealers Journal: If any of your readers are subscribers to The Bristol Mercantile Agency, New York, and are not intending to continue another year, they should read their contract carefully and be sure to comply with all conditions imposed on them, or they will be compelled to pay for another year, no matter how useless the service.

In the writers case, the service was not worth a cent to us, but through failure to return all reports and book, we find we are stuck for another year at \$20. This makes a total of \$40 they get from us, for which we have not a cent's worth of benefit.

Their contract is one of those long, fine-type agreements that are generally signed without reading and too long to be remembered if read, but imposes more obligations on the one paying than on the party who gets the money. Among other conditions, the contract provides that the Agency shall furnish their "Reporter" which is a sheet supposed to be issued monthly, and the subscriber agrees to notify the Agency promptly if not received. Also, if the contract is to be cancelled, the subscriber must return all these sheets and a book called the "Reference Guide," within ten days after the expiration of the first year. Failure to do so renews the contract for another year.

In our case, we received but two or three "Reporters" and finding them no value to us, paid no attention to the fact that we were not getting them regularly, so did not notify the Agency, neither did we remember to return either "Reporters" or "Guide" within the ten days provided for in the contract. We see now, however, that it would have been necessary to return all the "Reporters" they may have claimed to mail and that to say, we did not receive them, would have been no excuse under the terms of the contract, for we were obligated to notify them promptly that we had not received them.

How many firms have either the time or can remember to attend to such technical requirements promptly? Failing to do these things, however, the Agency notified us that our contract was in force for another year and requested that we remit \$20, which we very naturally refused to do. Soon after, a firm of attorneys notified us the account was in their hands for collection. On taking counsel, we learned the contract would hold and were told there was no use in fighting it, so paid the \$20.00 and charged the whole \$40.00 to experience.

We cannot state positively that the Agency purposely fails to mail the "Reporter" monthly, but the circumstances connected with our experience, convince us they depend on the carelessness of subscribers to notify them that it had not been received, as the contract provides, and of course not having them, the subscriber cannot return them as he has contracted to do.

We are informed that in case a subscriber stands suit, the Agency reports in the "Reporter" that the party or firm "have been sued" and as no further information is furnished, it is open for the trade to infer that the party is unreliable or in financial difficulties.

It might not be proper to put into print all that we think of this firm and their methods, but hope that our experience, which has been that of several other firms in our part of the country, may save others from paying out good money.—A Victim.

B/L LEGISLATION.

The Senate Com'ite on Interstate Commerce has closed its hearings on the proposed laws to safeguard Bs/L and protect the rights of shippers against the carriers.

Robert McDougal appeared before the Com'ite as the representative of the Chicago Board of Trade, and he is qualified by personal experience to testify against the present loose methods of issuing Bs/L, having lost \$212,000 by advances to an eastern firm on fraudulent Bs/L.

Chas. England, of Baltimore, representing the Council of Grain Exchanges, said "If the integrity of the Bs/L is to be impaired the banks will not be the chief sufferers, but it will be the commercial interests who seek to have advances made on Bs/L."

Henry L. Goemann of Toledo, representing the Grain Dealers National Ass'n, favored the Pomerene Bill slightly amended.

Other commercial organizations represented before the Com'ite were New York Produce Exchange, by C. Ward Warner, and Otto Keusch, a victim; Millers National Federation by F. M. Price; W. M. Hopkins, mgr. of the transportation dept. of the Chicago Board of Trade; C. A. Magnusen of the Minneapolis Chamber of Commerce and Geo. M. Mead of the Boston Chamber of Commerce.

Chairman Clapp indorsed a proposal to require the carriers to give a clean B/L and would favor a bill to make the railroads liable in all instances.

Two bills are before the committee: The Clapp bill which is similar to the Stevens bill and has the indorsement of the American Bankers' Assn. and the Pomerene bill which is now the law of nine states, including Illinois, and grew out of the labors of the Commission on Uniform Laws. The Stevens bill was passed at the last regular session of the House, but was held up in the Senate.

Hearings before the Senate committee seem to have developed a strong disposition on the part of members to favor placing liability for shipments on the railroads. Senators do not appear to display much sympathy for the railroads' claims that it is entirely out of their province to act as guarantors of negotiable instruments such as "order" Bs/L. Nor do they think that the Supreme Court decision of 1888 which is the railroads' refuge for

avoiding liability, is applicable to present economic conditions.

The situation seems to be that the railroads will make nearly any concession asked by shippers or bankers toward B/L reform provided that the question of liability is allowed to remain where it is. They have given notice that they will fight any attempt to make them liable for the acts of their agents.

The Southern Railway is in favor of a plan to give the railroads permission to charge extra for all "Order" or, negotiable, bills. That is, to prepare special bills accompanying which would be special guarantees. A shipper wishing a negotiable bill would have to pay a higher rate for it. This suggestion does not seem to meet with the favor of Senators.

The probabilities are that the committee will report a measure placing the liability on the railroads, despite the latter's strong contentions that such a responsibility would be an unfair burden.

ELEVATION ALLOWANCES in Commerce Court.

The United States Supreme Court has denied the petition of the Missouri River grain elevator operators for a rehearing on the elevation allowances decision.

The next step was to petition the Commerce Court for an injunction restraining the Interstate Commerce Commission from putting into effect on Apr. 15 its order limiting the payment of allowances to grain moved out in 10 days. This bill has been filed with the Commerce Court, and the Department of Justice has promised to be ready for final hearing Apr. 9. If the case does not come up for hearing on that date the elevator operators will apply for a temporary injunction to restrain the Commission from enforcing its order.

The application before the Commerce Court is brot by the Kansas City Board of Trade, Omaha Grain Exchange, St. Joseph Board of Trade and Atchison Board of Trade, represented by Frank Hagerman, general counsel.

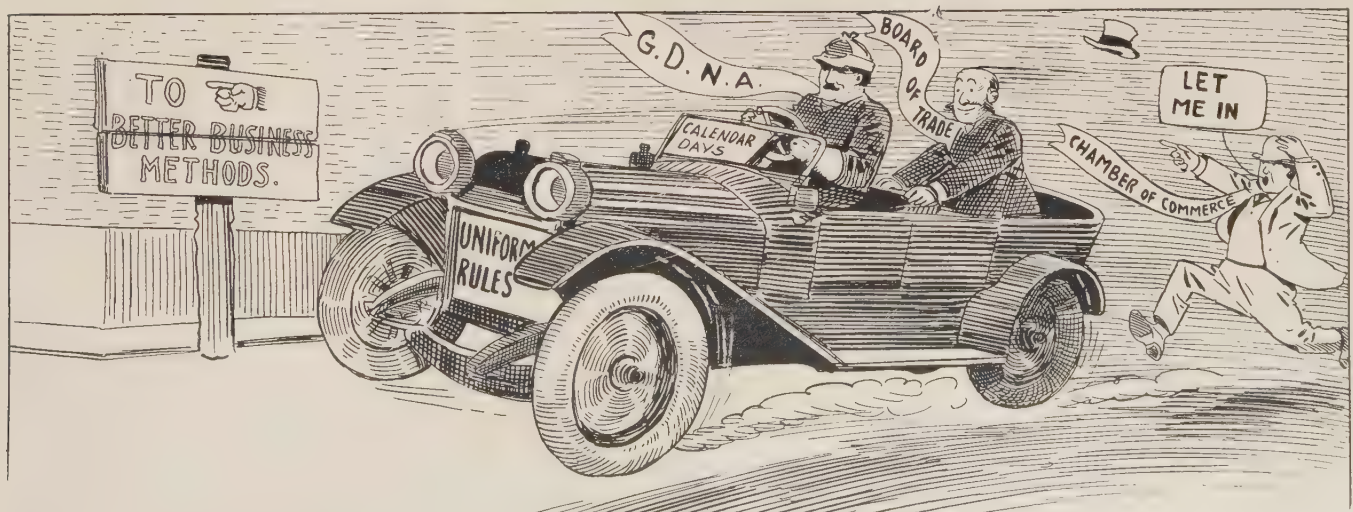
The Interstate Commission had an inquiry scheduled for Mar. 16 at Washington on extension of its order to include all railroads.

Western Grain Dealers Ass'n Will Meet.

The annual meeting of the Western Grain Dealers Ass'n will be held at Des Moines, Ia., Friday, Apr. 12. The meeting will convene at the Savery Hotel at 10:30 a. m., and luncheon will be served in the banquet hall at 12:30, the remainder of the program following the luncheon.

The program will include national legislation; collection of freight claims for loss in transit where there is no had order condition of the car in evidence; buying corn on basis of moisture test; application of food and drugs act to grain in its natural form; discounts on sample grade corn in terminal markets, and unreasonable conditions of railroad leases for elevator sites.

We find a good deal of interest in the Grain Dealers Journal which gives shippers the benefit of its knowledge in regard to transportation matters.—L. G. Loomis & Son, Victor, N. Y.



Scorching Toward a Good Goal.

YOURSELF.

Just stand aside and watch yourself go by.
Think of yourself as He instead of I.
Pick flaws, find fault, forget the man is you,
And strive to make your estimate ring true.
The faults of others then will dwarf and shrink,
Love's chain grows stronger by one mighty link,
When you with He as substitute for I
Have stood aside and watched yourself go by.

Strickland W. Gillilan.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

IN WHAT TIME MUST CARRIER SETTLE CLAIM?

Grain Dealers Journal: How long a time has the railroad company to settle a claim? What authority governs time of settlement?—Easton Grain Co., San Antonio, Tex.

HOW TO MAKE CEMENT WATER TIGHT?

Grain Dealers Journal: In a recent number of the Grain Dealers Journal I read of a cement elevator pit made waterproof. If such a thing be possible, we would appreciate it very much if you could advise us the proper proportions to mix in order to obtain a water tight pit and basement. Respectfully, Leach Bros. Grain Co.

IS CERTIFICATE OR AFFIDAVIT PROOF OF WEIGHT?

Grain Dealers Journal: Will a brother dealer please inform me thru the columns of the Journal whether any cases on shortage of grain have come before the Supreme Court of Illinois? Must the shipper furnish affidavits of weight? Are the official weighing department certificates at Chicago or St. Louis good in law?

I have had to bring suit against the Chicago & Alton R. R. Co. for shortages in grain shipments and therefore would like to learn of similar cases.—R. R. Cox, Sherman, Ill.

REMEDY FOR SCOOPERS SOUGHT.

Grain Dealers Journal: In looking over your publication, we find that scoop shovellers are getting numerous all over the country as well as in Indiana. We have a fellow here by the name of Thompson, whom we bot out, that insists upon scooping grain even tho he must buy it so close that there is no margin in it. We find that nearly every elevator man along our line of road is having trouble of the same character.

If each grain dealer would take up this matter with the railroad company, and protest most vigorously against its rendering assistance to scoopers, and at the same time make an effort to find out what receiver makes a specialty of handling scoopers' shipments, the elevator owners would have a better chance of at least realizing a fair interest on their money invested.

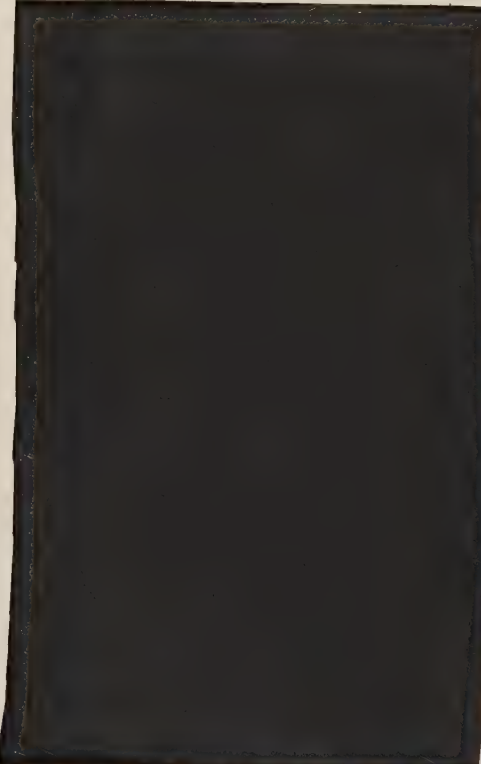
It seems too bad, after one has invested \$10,000 or \$12,000 in facilities for han-

dling farmers grain and keeps open the year round, that he should be robbed of the business by a worthless individual with no investment. Surely no regular elevator operator can think of consigning his stuff to the scoopers friends in central markets, but a remedy even more effective than this is needed, to secure relief.—Leesburg Grain & Mfg. Co.

Ans.—The best remedy found for scoopers is a town ordinance, levying a heavy license fee upon all transient peddlers who jump into country towns at frequent intervals, for the purpose of buncoing the citizens and flying out the first dark night.

CLAIM FORM WANTED.

Grain Dealers Journal: Kindly advise where I can obtain a book for filing claims against the railroad company for overcharge in freight. I have loaded several cars full, but could not load the full marked capacity of the car. Nevertheless,



live in tents, cook their own meals and sleep on the ground with no attempt to improve the farm.—Ed.

ANY COMPLAINTS AGAINST COLLECTION AGENCY?

Grain Dealers Journal: Have you ever had any complaint from grain dealers regarding the Bristol Mercantile Agency of New York?

From what I hear right near home quite a number of people got caught on its contracts, which it appears are renewable. I know of three firms in Jackson besides others outside that subscribed to this agency. The people who took it, so far as I know were not satisfied and did not renew their contracts, but it seems there is a clause in the contract which is a catch. If the subscriber does not return his old book by registered mail before the expiration of the contract, then the contract renews itself.

The three firms here who were caught, all refused to pay the bill until it was sent to an attorney for collection, then I guess they all settled, as the amounts were not large. It is quite evident from

the tone of their letters that the agency officials are "Scrappers" and do not expect to get the second year's business except through efforts of an attorney, and have tried out their scheme until they are satisfied they can win their case.

Grain Dealers shud be warned against signing contracts which automatically renew themselves.—M. Wolverine.

HOW TO SECURE ELEVATION ALLOWANCE?

Grain Dealers Journal: Kindly advise me what steps are necessary to secure elevation allowance of $\frac{3}{4}$ c per bu. on transit grain handled thru my elevator. I buy grain shippers track, my weights and grades, and freight is paid on basis of my weights. Any light I can obtain upon this point will be greatly appreciated. B. Y. Buyer.

Ans.—Apply to the general freight agent of your railroad for elevation allowance first. If he turns you down, then take up the matter with the freight traffic manager and next with the Interstate Commerce Commission. Failing in these bring suit for damages due to discrimination.

WHAT IS THE OVERAGE?

Grain Dealers Journal: I am a reader of the Journal, and note you say the experiences of brother dealers is worth consulting. I have a little difference with a Louisville, Ky. commission house, upon which I would like to have the opinion of brother shippers, because I wish to know who is right.

On Jan. 12th I sold two 60,000 lb capacity carloads of rye FOB my track. I loaded a 60,000 lb capacity car with 54,985 lbs of rye, and an 80,000 lb capacity car with 80,640 lbs of rye. I requested the buyers to settle for the overage at the market value, day cars arrived in Louisville. The day cars arrived at destination, market was 3c a bushel lower. In rendering settlement, consignee deducted 3c per bushel on 20,640 lbs. I claim that the over delivery was only 15,625 lbs, and insist that they should deduct 3c per bu. only on this amount. They claim the cars went to different purchasers, hence each car must stand on its own bottom. The views of other dealers on this point will be greatly appreciated.—H. W. Eastman.

Ans.—The general practice of track buyers is to bid for bushels and limit acceptances to a specified number of bushels. All shipments are added together and the aggregate applied on the contract. In the absence of specific agreement to ship in carloads of 60,000 lbs. you should be paid for all except 15,625 lbs. at the contract price.

MUST LANDLORD IDENTIFY GRAIN?

Grain Dealers Journal: I understand that the landlord, if receiving cash rent, can make the buyer of the grain pay the rent if the renter does not pay; but if the renter is paying cash rent and even if the landlord notifies the buyer not to pay the renter, can the landlord hold the buyer unless the can identify the grain?—J. C. Y.

Ans.—A search thru all decisions on landlord's lien on crops from 1658 to 1906 in the Century Digest and the Decennial Digest, covering all states of the Union, reveals no case in which the landlord under the statute was required to identify the grain.

Neither is identification of the grain

specified in the Indiana law which is as follows:

Lien of Landlord on Crop.—In all cases where a tenant agrees to pay, as rent, a part of the crop raised on the leased premises, or rent in kind, or cash rent, the landlord shall have a lien on the crop raised under such contract for the payment of such rent; which lien, if the tenant refuses or neglects to pay or to deliver to the landlord such a rent when due, may be enforced by a sale of such crop in the same manner as the lien of a chattel mortgage containing a power to sell; provided that nothing herein contained shall prohibit the tenant, after notice in writing to the landlord or his agent from removing from such leased premises his own part of said growing crop, and no more than such part, and from also disposing of the same whenever the rent is to be paid in part of the crop raised; but in other cases he may remove not more than one-half of the crop growing or matured.

Indiana also has a law enacted in 1907 making it a felony for a renter to sell his crop without giving notice to the buyer that it is covered by landlord's lien, with a penalty of one to three years in prison or \$100 fine. In this law nothing is said requiring the landlord to identify the grain. Out of several hundred landlord lien cases examined we find the two following of most interest in this connection:

Lien for Cash Rent.—Where a tenant sold certain wheat subject to a landlord's lien, the purchaser could acquire no better title than the tenant had, and therefore held the wheat subject to the landlord's specific lien for the payment of the cash rent due or to become due under the lease.—*Kennard v. Harvey*, 80 Ind. 37.

Buyer Not Entitled to Notice.—Under 2 Starr & C. Ann. St. p. 1504, § 81, giving every landlord a lien on crops grown or growing on demised premises for the rent thereof, a bona fide purchaser of farm crops from a lessee takes them subject to the lien of the landlord for the unpaid rent; the statute itself giving purchasers warning sufficient to put them on inquiry.—*Finney v. Harding*, 32 Ill. App. 98.

SHUD SHIPPER PAY INTEREST?

Grain Dealers Journal: When we sell grain FOB our track, should the bid be net to us? On a recent shipment to Kansas City, we were charged interest on draft, and \$2.13 for inspection and weighing on one car. Is this right? Any laws or rules bearing on this point will be greatly appreciated.

If corn sold shippers' weights arrives at destination with a broken seal, or a leak, is it the duty of the buyer to pay for the full weight and collect for the loss in transit from the railroad company?—*Bowles & Billings*.

Ans: Most of the track bids for grain FOB shippers track specify the central market inspection and weighing. In most cases these fees are paid by the shipper.

The rules of most of the central markets now require those who pay money on Bs/L for grain shipped in advance of grain's arrival, to charge interest from the day draft is paid until grain is weighed. Few shippers object to the payment of this interest on advances made by commission merchant serving the shipper as agent, but many object to paying interest on money received for grain sold track. It is true the buyer cannot determine how much he is indebted to seller until weight is obtained, but he has control of the grain from the time draft is paid and secures the advantage of any rise in the market, hence should be willing to bear the interest on the money prepaid. However, the rules of the exchanges forbid this, and track buyers must charge interest just the same as commission merchants.

Collection charges on the draft of consignor where grain is shipped for sale, account of shipper, should be borne by him, but on grain sold his track, it would

seem right that he should have the money his track.

Where corn is sold "shippers weights," those weights must be accepted or proved erroneous. Evidence of broken seals or leaks at destination would support shippers claim that all grain placed in car was not delivered at destination. Contracts for transportation with the railroad company made by the shipper would make carrier's liability for failure to deliver the full amount run to the shipper, rather than to the buyer. However, buyers frequently file and push such claims against carriers in the name of the shipper and for him.

IS CONSIGNEE LIABLE?

Grain Dealers Journal: Will you kindly advise us if consignee is liable for demurrage on a car of grain billed S/O B/L? The car arrived and was placed at consignee's elevator, but could not be unloaded, because of non-arrival of B/L. Two days later B/L arrived and car was released in 48 hours after permission to unload was granted. Demurrage was charged from the time car was placed at consignee's elevator. Should consignee be held for any demurrage?—*Farmers Elvtr. Co. of Darfur*.

Ans.—No. Consignor is to blame for delay in forwarding B/L by his agents—the banks, and he should pay the demurrage charge.

REMEDY FOR RODENTS.

Grain Dealers Journal: In answer to a query from a brother dealer in the Feb. 25th issue of the journal for some means of ridding elevator of mice, we have found that the use of a preparation called Hobsons Rat and Roach Paste, which can be procured at any drug store, will rid your plant of not only mice, but rats as well.

We find that it will not only poison them if they eat anything that it may be placed upon, but by smearing some of the paste around on the walls or floor where they frequent that they will not bother. Trusting that the information will be of value to some brother dealer, we remain, Yours Respt., C. W. Hinkle & Co., Rushville, Ind.

WHO SHUD SUFFER FOR THIS CARELESSNESS?

Grain Dealers Journal: On Dec. 20 the Nebraska-Colorado Co., of Kearney, Neb., sold one of our traveling representatives a car, No. 58,842, of alfalfa hay on track at Willow Island, Neb., to be shipped to St. Joseph, which was loaded at the time our representative bot it. The car had been billed to shipper's order, notify Corcoran Bros., Milwaukee, Wis.

R. C. Knapp, manager of the Nebraska-Colorado Co., informed our representative that he would have the railroad change the destination to read St. Joseph. The destination was changed by the shipper over the agent's signature to read St. Joseph instead of Milwaukee. Is this an unlawful act?

The Nebraska-Colorado Co. made protest draft on us for the amount of the hay. The draft was presented to us with the bill of lading attached showing the car as being billed to St. Joseph. We protested the draft and after a week or ten days when we thot the car had had ample time to reach St. Joseph, we asked the railroad to trace the car. They advised us that the car was on track in Milwaukee. Who is to blame?

We gave the facts to the Nebraska-Colorado Co. and made draft on it for the

amount that we paid on the bill of lading. That company protested our draft and would not reimburse us for the amount we paid. We referred the matter to the freight claim agent of the Union Pacific, and he has thoroly investigated the case and advises us that the Nebraska-Colorado Co. had never asked the railroad to divert the car to St. Joseph. The car has since accumulated about \$50 demurrage. Who must pay it?

According to the ruling of the Interstate Commerce Commission the bill of lading which we hold is illegal and the railroad cannot deliver the car on a shipper's order bill of lading where marks and erasures have been made without the signature of an authorized agent.

We purchased about twenty-five cars of alfalfa hay from the Nebraska-Colorado Co. It shipped about fourteen cars to apply on the contract. It furnished us with sworn affidavit of weights and sworn affidavit of inspection.

Cars fell short three to four thousand pounds and the railroad weights corresponded with the unloading sworn weights. When we took the matter up with R. C. Knapp he said that they had made sworn affidavit on advice from farmers who said they put that much hay in the cars. Most of the cars were plugged and several tons of inferior grades of hay in the cars, yet he gave us sworn affidavit that the cars were loaded with No. 1 and choice hay. When I asked the manager about this he said that they did not pretend to see the alfalfa loaded. In view of the fact that he did not see the alfalfa loaded he did not hesitate to give a sworn statement that all was No. 1 alfalfa hay.

Cars were not loaded to the minimum and he failed to make good excess freight, which he agreed to do. We are informed that a great many dealers throughout the states of Illinois and Wisconsin have met with the same trouble as we have regarding the grades of the Nebraska-Colorado Co., which we understand is the same as the Farmers' Hay & Grain Co. of Kearney, Neb., operating both firms. How can we obtain relief?

We have shown the original bill of lading on this car to a great many railroad men and grain men. They all advise that it is the first instance of this kind that they have ever met with. We are anxious that no one will meet with the same trouble that we have. If anyone would like to have a copy of this original shipper's order bill of lading showing how the destination is changed, will be glad to send it to them.—*Schreiber Hay & Grain Co., St. Joseph, Mo.*

Ans. The man who changed B/L over agent's signature is no doubt guilty of forgery and his company should be held liable for the expense and trouble made consignee. If shipper does not promptly make good the loss receiver shud offer to arbitrate the matter. Refusal to arbitrate shud be followed quickly by suit.

WHO IS LIABLE FOR EXCESS FREIGHT?

Grain Dealers Journal: Recently I sold two cars of rye for shipment to an Ohio River point. Both were to be 60,000 lb capacity cars. I loaded one 60,000 lb capacity car with 54,985 lbs. Our railroad allows cars of 60,000 lb capacity to be given the carload rate when loaded within 10% of the marked capacity, hence this car should have been given the carload rate. Consignee claims that the delivering road requires 60,000 lbs capacity cars to be loaded with a minimum of 56,-

000 lbs in order to obtain the carload rate, consequently they charged me with \$2.09 excess freight. This does not seem right, as I sold the grain my track, and loaded the cars according to the requirements of the initial carrier. I would be pleased to know whether or not I am liable for this excess freight. If so, then it would not seem safe to sell grain my track for shipment any great distance, as the rates might be doubled before the arrival of the grain at destination, and consignee would attempt to recoup his loss from my money. Any light on this subject will be greatly appreciated by James A. Smith Elevator.

Ans.—C. M. & St. P. R. R. tariff G. F. D. No. 6080 F. provides for a rate on rye from Lake City, Minn., to Louisville, Ky., of 20.5 cts. per 100 lbs, and a minimum weight of 30,000 lbs. As both roads are a party to this tariff they must follow it. Any charge for excess freight on the above shipment would seem to be unlawful.

FORM OF ORDINANCE WANTED.

Grain Dealers Journal: Our town has been pestered so much of late with traveling peddlers and shysters, who swindled our citizens, that I believe we could now induce our city council to enact an ordinance which would be broad enough to discourage scoopers as well as peddlers. If any of our brother dealers can give us copy of an ordinance which they have found satisfactory along this line, they will greatly oblige.—An Ohio Sufferer.

Ans.—Some dealers have tried the following ordinance with satisfactory results. Copies of others will be most welcome.

A PETITION.

To The Mayor and Members of the Council of

Honored Sirs:—In view of the fact that the professional men and the established merchants, who engage regularly in the different lines of business in our town, pay taxes to support our government, fire department and schools, contribute to the support of our churches and patronize local institutions, we deem that they are justly entitled to any relief you can give them from competition with the traveling quacks, merchants or peddlers who visit our town for the purpose of temporarily engaging in the buying and selling of merchandise, produce or professional services. The silverware or clothing auctioneer, the peddler of patent medicine or cheap jewelry, etc., or the general merchandise merchant who moves from place to place, has no interest in the welfare of our town and cares not for the reputation of our merchants. He does not expect to thrive by selling good goods or honest dealing, hence cannot remain in one place long and has a decided aversion to staying long enough to pay taxes. Therefore, we, the undersigned tax payers, hereby petition you to enact the following as an ordinance of this city for the purpose of protecting our citizens from traveling swindlers.

ORDINANCE.

An Ordinance to License Irregular or Transient Merchants.
Section 1. Be it hereby enacted by the council of the town of, state

of, that the giving of entertainments, lectures or concerts on public streets, primarily for the purpose of selling patent medicines, trinkets or merchandise, shall be considered a misdemeanor and punished by a fine not less than \$50.

Section 2. Transient merchants, peddlers or professional men, who desire temporarily to engage in any line of business or profession within the corporate limits, shall pay monthly in advance \$25 as an occupation tax. Those failing to pay this tax in advance of their transacting any business shall be deemed guilty of a misdemeanor and upon conviction, shall be fined \$50.00 for each and every offense.

Section 3. All moneys collected from such transient merchants shall be paid into the general fund of the town treasury.

Section 4. This ordinance shall be in effect after its first publication in the local newspapers.

TRADE TERMS AND ABBREVIATIONS.

Grain Dealers Journal: Every now and then we run across a new abbreviation that stumps us. It may be familiar to many members of the trade, but we doubt very much if all shippers understand all these abbreviations. We think the trade should be supplied with a copy of them, or else the writers of circulars and market letters should be instructed to desist from using them. If you can supply us with reliable information as to the meaning of C. C. in connection with the grading of grain, you will greatly oblige.—M. & G. Co.

Many a misunderstanding has arisen in the grain business because some dealer had an incorrect or vague idea of the meaning of a trade term. Of course such things are bound to happen, for while everybody knows that each separate trade has a language all its own, not all persons engaged in the same trade can possibly have the same notion as to the specific, iron-clad meaning of each separate term peculiar to that trade. The necessity for speed and accuracy in the grain business should be an incentive to every dealer to make himself completely familiar with the terms in common use among shippers. Following is a list of the terms, markings and nick-names used in the grain trade, with the correct interpretation appended to each:

Account Sales: A statement given by a broker agent or commission merchant showing proceeds from sale of consignment. Abbreviated A/S.

Afloat: Grain which is loaded into vessels and may be in harbor or exported but has not reached destination.

Atlantic Ports: The principal export ports on the Atlantic Coast—Baltimore, Philadelphia, New York, Boston, Newport News and Portland.

Bear: One who seeks lower prices. Sometimes called a "short" or "short seller." One who sells and has not the property previously bot.

Boom: Generally refers to a quick and sustained rise in value.

Break: A quick decline in values.

Broker: One who executes orders either to buy or sell.

Bulge: A rapid advance in prices.

Buy In: Means purchasing of grain which has already been sold or to buy to cover a "short" contract.

Carrying Charges: By carrying charges is meant storage charges, interest and insurance on grain.

Cash Grain: Grain for immediate delivery; sometimes called spot grain.

C. C.: "Can't clean" or "clean until clean."

Cental: A hundred weight or 100 lbs. avoirdupois.

Charter: An engagement of a vessel or steamer to carry grain to a given destination at a fixed rate of freight per bu. or 100 lbs.

C. I. F.: Cost, insurance or freight paid or included.

Clique: A combination of persons working together to manipulate a market.

Commission Houses: Firms which buy and sell for customers and do not speculate on their own account.

Commissions: The charges made for the buying and selling of property.

Consign: To send goods, to consign them

to a broker or commission house. The one who sends is a consignor and the one who receives is a consignee, while the goods sent are called a consignment.

Contract Grade: That grade which is required by the rules of the Exchange to be delivered on contract for future delivery.

Corner: To corner a market is where a party or combination of parties purchase more grain than is in the regular warehouses on the last delivery day of the month. The holding of the property off the market creates an artificial scarcity and abnormally high prices.

Cover: The buying in of grain to fill contracts previously made.

Curb: Transactions made outside of the regular trading hours are called curb transactions.

Dockage: Under certain inspection rules grain is "docked" for impurities. On this basis so many ounces or pounds per bu. are then "docked" from the entire consignment.

Exhaust Price: The point at which a trader's margin will be exhausted. If trades are not remargined they are likely to be closed out by the broker or commission house at the exhaust price if it is reached by the market.

F. O. B.: Means free on board cars or vessels.

Futures: Contracts for forward delivery. The buying or selling of property for delivery in some future month.

In-Inspection: Occurs when grain arrives in market and is placed into elevator. Out-inspection occurs when grain is loaded out of elevator and shipped away.

I. P.: Means Illinois proportional billing.

Knock Market Down: To create a panic on the floor of an exchange by offering large quantities of grain at a figure far below the ruling price for no apparent reason.

Limit: A figure set at which one's trade is to be made or closed.

Liquidation: This means the selling out of property previously bot or contracted for and which, when generally resorted to, causes a liquidated market.

Long: A party who has bot property in expectation of an advance in price.

Manipulated Market: A market under artificial control.

Margin: Money deposited with a broker or commission merchant to protect trades made or to be made.

New: The word "new" is inserted in each certificate of inspection of a newly harvested crop of oats until Aug. 15; rye, Sept. 1; wheat, Nov. 1; barley, Nov. 1.

Nominal: A market to which this term applies is the basing of quotations without actual transactions.

Northwestern Receipts: Meaning the receipts at Duluth and Minneapolis.

On Passage: Grain on the ocean, en route from one port to another.

Open Order: Order placed with broker subject to future instructions before being closed on the exchange.

O. T.: On track.

Pegged Market: When the market refuses to rise or fall it is said to be "pegged."

Primary Points: Large cities having grain exchanges whose members receive grain direct from country shippers.

Primary Receipts: The aggregate receipts at the principal primary points.

Primary Shipments: The aggregate shipments of grain from the principal primary points.

Private Wire Houses: Those which rent telegraph wires for their own exclusive use.

Purified: Bleached with sulphurous acid gas. Usually applied to oats.

P. T.: Private terms, meaning that prices are not made public.

Public Elevator: Elevator under bond to state to deliver all grain out exactly as it comes in.

Realizing Sales: Realizing or selling to obtain profit.

Regular Elevators: Elevators which hold warehouse receipts to deliver grain on contract.

Sample Grade, or N. E. G.: Too poor for any of the established grades.

Short Interest: The selling of grain which one does not possess, expecting to buy in later is called "selling short," and the combined quantity of such transactions is called the "short interest."

Split Transactions: A trade made at a double price, for instance, 20,000 bus. at 71½c @ 71½c means 10,000 bus. @ 71½c and 10,000 bus. @ 71¼c.

Squeezed: This term is used when a good deal of property has been sold "short," and the sellers are forced to pay higher prices to fill their contracts.

Stop Order: An order to close a trade at a certain price, thus limiting the profit or loss as the case may be.

Straight Transfer: The transfer of grain from one car to another without its identity being lost.

Tailer On: One who follows some successful trader or clique.

Test Weight: The number of pounds which can be contained in a standard bu. of 2150.42 cu. inches.

T. M.: Means trans-Mississippi billing.

U. K.: United Kingdom—Great Britain and Ireland.

V. C.: Designation used in distinguishing velvet chaff from other northern grades of wheat.

Visible Supply: The stock of grain in elevators in large cities and afloat on rivers, lakes and canals.

Warehouse Receipts: Receipts issued by warehousemen for property received by them in store and held for the consignee or his broker or merchant.

Worked for Export: When this expression is used it means that a quantity of grain has been sold for export, but does not always signify that the grain is being actually taken out of warehouses or elevators.

World's Shipments: Refer to weekly shipments of grain from exporting to importing countries.

So long as any language continues to be spoken by a living people it will be subject to constant change, and since most of the people engaged in the grain business are very much alive, some of the trade phrases used are becoming obsolete, while others are coming into use more each day. Still others seem to be changing in meaning as the years pass, yet no one authority can hold up a hand and say a word shall mean this, or that. The correct meaning of a word or term will always be the meaning which it carries to most of the people, at least this has been the standard used in compiling the above list. If the interpretation given to the words and terms making up the list is taken to heart by every shipper it is safe to say that few misunderstandings will occur.

The agricultural appropriation bill has gone from the House to the Senate.

The Grain Dealers Journal is one of the best grain journals printed.—J. Logan, Bradgate, Ia.

I feel as tho I could not get along without the Grain Dealers Journal.—Geo. T. Moore, Good Hope, O.

I find the Grain Dealers Journal a big help in the grain business.—J. C. Weimer, mgr. Farmers Elevtr. Co., Blaha, S. D.

The Grain Dealers Journal is a valuable paper to the grain men.—Albert L. C. Charlin, Vermillion, S. D.

The Grain Dealers Journal is surely full of helps to grain dealers.—Ernest Orndorff, mgr. Big Four Elevtr. & Mfg. Co., Mattoon, Ill.

A four page leaflet entitled "The Danger of Using Foreign Potatoes for Seed," by Wm. Stuart and W. A. Orton was issued Mar. 15, under circular No. 93, by the Bureau of Plant Industry of the U. S. Dept. of Agri. The main objections to the use of these potatoes for seed, are that they are not adapted to our soil and climate, giving small yields and that serious diseases are almost certain to be introduced if the stock is used for seed.

For violation of the commodities clause of the Hepburn Act the Delaware, Lackawanna & Western Railroad Co. was fined \$2,000 Mar. 20 in the U. S. District Court. The company shipped free from Buffalo, N. Y., to Scranton, Pa., a quantity of hay to be used in feeding the mine mules of a subsidiary coal company. This is the first criminal prosecution under the commodities clause. An appeal will be taken to the U. S. Supreme Court.

Reparation may be demanded if a carrier furnishes a car larger than ordered by a shipper, resulting in excess charges, because the minimum weight applicable to the car furnished calls for charges in excess of what they would be if a car of the size ordered by the shipper were furnished, according to the decision of the Interstate Commerce Commission rendered Jan. 8 in favor of the complainant in the case of the Milburn Wagon Co., of Toledo, against the Lake Shore & Michigan Southern Ry. Co.

INTERSTATE COMMISSION

Enters Field of State Rates.

If a railroad makes a low rate upon traffic wholly within a state, even when forced to do so by a state commission, it must accord the same rate to interstate traffic moving under substantially similar conditions. This is one of the most important decisions of the Interstate Commerce Commission handed down in many weeks, since it touches upon that most delicate of questions—the limitations of state and federal control. The main points in the complaint which gave rise to the decision were that certain carriers make rates out of Dallas and other Texas points into eastern Texas which are much lower than those which they extend into Texas from Shreveport, La. A rate of 60c carries first class traffic to the eastward from Dallas a distance of 160 miles, while the same rate of 60c will carry the same class of traffic only fifty-five miles into Texas from Shreveport.

The low rate within the state of Texas was forced upon the railroads by the Texas railroad commission in furtherance of a policy to protect and promote the jobbing interests of Texas.

The Louisiana commission and that state's commercial interests declared that Louisiana was being discriminated against because of the exaction of the higher rates from Shreveport westward, and demanded an adjustment of the rates. The contentions of Louisiana were sustained by the commission.

The proceeding placed in issue the right of interstate carriers to discriminate in favor of state traffic and against interstate traffic.

The Commission further holds that to say an interstate carrier may discriminate against interstate commerce because of the order of a state commission would be to admit that a state may limit and prescribe the flow of commerce between the states.

The vote of the Commission stood 4 to 3 and some of the dissenting members are very vehement in denouncing the opinion. They say in substance that the Commission has transcended its authority and urge that the situation which developed between Louisiana and Texas should have been the subject of additional legislation and that the Commission in its decision has usurped the powers of Congress. The Commission, they declare, should confine itself within the four corners of the law of its creation, usurping neither the legislative function of Congress nor the judicial power of the courts.

MARKETS FOR SAMPLE

Grain on Track.

Cross currents in the grain markets are upsetting normal conditions in the wheat and corn trades; and in oats the late spring is of course an unexpected development.

With shipments of contract wheat back to Chicago from other lake ports and shipments to central markets by interior millers the trade is at sea as to the wheat situation.

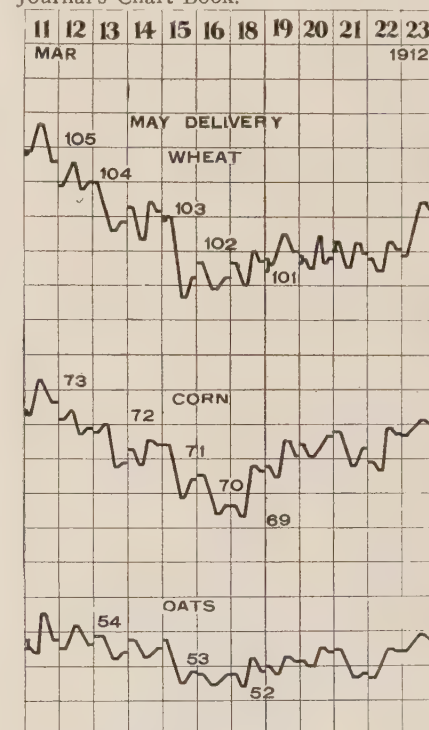
In corn the eastern demand has been filled up, but prices are held high on reluctance of growers to sell.

Cash wheat has been very slow, tho at Minneapolis No. 2 northern has been getting better bids.

No. 4 yellow corn on track at Chicago still keeps gaining on the May future, the discount Mar. 25 being about 5 cents.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.
Chicago	104 1/4	104	102 3/4	103 1/4	101 1/4	101 1/4	101 1/4	102	101 3/4	101 1/4	102	103 1/4
Minneapolis	107 1/4	107	105 5/8	106 1/4	105 3/4	105 1/2	106	106 1/4	106 5/8	106 1/4	106 3/4	106 1/2
Duluth	107 1/4	106 3/4	105 5/8	106 1/4	105 1/4	105 3/4	106	106 3/4	106 5/8	106 1/4	106 3/4	107 1/4
St. Louis	102 1/4	102 3/4	101 3/4	101 1/4	100 3/4	100 3/4	101	100 3/4	100 3/4	100 3/4	100 3/4	101 1/4
Kansas City	102 1/4	102 1/4	101 1/4	101	99 3/4	99 1/2	99 3/4	100 3/4	100 3/4	100 3/4	100 3/4	101
Milwaukee	103 1/4	103	102	102 1/4	100 3/4	100 1/4	100 3/4	100 3/4	100 3/4	100 3/4	100	101
Toledo	104 3/4	103 5/8	102 3/4	102 3/4	101	100 3/4	101 3/4	101 3/4	101 3/4	101 3/4	101 3/4	102 1/4
New York	109 1/4	108 3/4	107 3/4	107 1/2	106 1/4	105 5/8	106 5/8	106 5/8	106 5/8	107 1/4	107 1/4	107 3/4
Baltimore	104	103 3/4	102 3/4	104 1/4	103 1/2	103	103 1/2	103 3/4	104	103 3/4	103 3/4	104 1/4
Winnipeg	102	101 1/4	100 3/4	101 1/4	100 3/4	101 1/4	101 1/4	101 1/4	101 3/4	101 3/4	101 5/8	101 3/4
Liverpool	109 1/2	108 1/2	108 3/4	109 1/4	108 3/4	109 1/4	110 1/4	110 3/4	110 3/4	111 1/4	110 3/4	110
*Budapest	129 5/8	129 1/8	128 3/4	128 1/4	128 3/8	128 3/8	128 3/4	127 1/2	126	126 3/8	124 3/8
MAY CORN.												
	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.
Chicago	72 3/4	71 3/4	70 3/4	71 3/4	70 3/4	69 3/4	70 3/4	71	71 3/4	71 1/4	71 3/4	72
*Baltimore	72 3/4	72 3/4	71 3/4	71 3/4	70 3/4	70 3/4	70 3/4	71 1/4	71 1/2	71 3/4	71 3/4	71 3/4
Kansas City	72 3/4	71 3/4	71 3/4	71 3/4	71 3/4	70 3/4	71	71 1/2	72	71 3/4	72 3/4	72 3/4
St. Louis	75 1/4	74 3/4	73 3/4	73 3/4	72 3/4	72	72 3/4	73 3/4	73 3/4	73 3/4	74 3/4	75
Liverpool	85 1/8	84 3/4	84 3/4	84 3/4	84 1/2	84 3/4	84 1/2	84 3/4	84 3/4	85 3/8	85	85 1/2

*April delivery.

INSPECTION OF GRAIN IN Commerce.

By J. C. F. Merrill, President Chicago Board of Trade.

The practice of classifying grain into grades, more commonly called inspection of grain, is distinctly American in its origin. In the year 1858 the Board of Trade of the City of Chicago created a department for the classifying of grades numerically according to specified requirements of color, quality and general condition, and at the same time certifying to those grades. This same general scheme, with small changes to meet local conditions, spread throughout the country, greatly facilitating trade between widely scattered markets and individuals. State inspection of grain also had its beginning at Chicago, it being established by the State of Illinois in 1871. Missouri, Minnesota, Indiana and Kansas followed in turn.

The principal primary markets of the country are situated in the states which actively control the grading of grain by legal enactment. The Atlantic seaboard and Gulf cities from which grain is exported, as well as the primary markets of Detroit, Toledo, Cleveland, Cincinnati and Buffalo, established exchange inspection soon after the Chicago Board of Trade put it into effect.

Originally, and until within recent years, all grading was done at the side of the car, commonly known as "track inspection." At Chicago, Minneapolis, Duluth, Buffalo and in part of other markets, what is known as "room inspection" has taken its place.

Room v. Track Inspection.—Established customs are not easily overcome, and there is still some difference of opinion as to the relative merits of these methods, but there is no disposition on the part of those who have made the change to return to the older way. The classification of grain into grades is but the expression of expert judgment. Difference in the judgment of different men, when, as in Chicago, fifty or more at times are required, constitutes the variations sometimes complained of as amounting to inefficiency. It will readily be seen that fifty men working singly and apart from each other may differ in instances to a degree which those less expert may recognize; hence, any system which gets away from the judgment of individuals, and in its place puts the combined judgment of several of equal experience and ability, may fairly be held to be an improvement. Track inspection is the judgment of an individual. Room inspection is the combined judgment of several. Room inspection has the added advantage of laboratory aid when it is needed, as in determining the percentage of moisture, or of mixture with other grain, or any of the several conditions which require careful analysis and exact determination. Frozen moisture in grain is difficult to judge even approximately under favorable conditions, but wholly impossible to determine by one whose sensibilities are benumbed through exposure. The judgment of an expert inspector, who has been on the tracks several hours in the early morning with a zero temperature, is practically of no value in determining the moisture content of new crop, uncured frozen corn. The laboratory test, so easily accomplished under the room system, is exact. The efficiency of the room method rests upon exactness in sampling the cars, for the inspectors fix the grade of the car, as represented by the sample taken from it for that purpose. Of equal importance is the use of the moisture tester by country dealers in buying new corn from farmers. The day has gone by when consumers will pay the price of corn for water, and the demand of buyers that they be furnished with a moisture certificate is rapidly becoming general. It is but rational that it should be so inasmuch as water in corn has no value, and the buyer is entitled to know what percentage of damp corn is water.

The Australian government and also that of South Africa have made a formal investigation of our methods within the cur-

rent year. Sir Thomas Price, Commissioner of Harbors and Railways for the Transvaal, made a tour of this country last year for this purpose, inspecting at Chicago and at country stations, in Illinois terminals and country elevators, and pronounced our advancement from the older method of handling in bags marvelous.

Rye Terms.—In foreign markets commerce in grain is carried on in contracts known as "rye terms," the final adjustment of which is a decision of a committee which determines if the commodity is of the quality contracted for. While this business necessarily is carried on with honor on the part of the buyer, yet it is well known that he rarely gets the worst of the trade. The seller can never know the final outcome of the transaction until the arrival of the grain and the action of the committee. Many bitter complaints are made by sellers on this side, of their treatment in this regard on the other side of the Atlantic.

The foreign buyer is notoriously a buyer of the lower priced article. If he be offered standard quality grain with the representation that it will undoubtedly arrive in safe condition, and at the same time is offered an "off grade" at a little less price, even though he be told that the risk attending the shipment of it should be considered, that its safe arrival cannot be promised, he will, almost without exception, buy the cheaper article. And if he be told that he can insure safe arrival as to condition for less than half a cent per bushel, he will decline to incur even so small an expense and assume the risk himself. With full and fair warning, he makes the contract, and when it results unsatisfactorily to him, or more likely to his customer to whom he sells "to arrive," much and loud complaint is made about "American certificates," and talk will be heard of "posting" the market from which the grain was exported and which certificated the grain. Acting in an official capacity, I have had occasion to inquire into and investigate foreign complaints about American grain, and with just the results as to facts outlined above.

No Old Corn.—Practically speaking, there is now no previous year's crop corn on hand in this country on December 1. The effect of this is that the foreign buyers, as well as the home dealer, must of very necessity, if he buy corn at all, take from the new crop uncured, moist corn, unfitted as yet to bear prolonged shipment, especially across the ocean. It would appear that the United Kingdom and European buyers are slow to appreciate these simple facts, and because of successful purchases of former years continue to buy uncured corn with confidence.

There is a small reason for our representatives at Washington asserting, as some of them have, that our commerce is being injured by our exporters. The trouble with the whole matter is not original with them. It has its origin primarily abroad.

Proposed Federal Inspection.—The movement for federal grading of grain was begun in the fifty-first congress, 1890. Senator Ingalls introduced a bill for uniform standards of classification and grading of grain. Other similar bills were introduced from time to time until, in the second session of congress, on January 19, 1903, Senator McCumber introduced a bill, the provisions of which were much more extensive and minute than any previous bill. Former bills, in the main, sought only to establish standards to be observed by existing inspection departments, in order that uniformity might obtain. Senator McCumber's bill contemplates the assumption by the government of the function itself, seeking to set aside and displace existing state and exchange authority so far as possible.

There are reasons for believing that the author of this bill has in view what he believes to be the needs of his own State of North Dakota, rather than the question as a whole without taking into consideration its effect upon the entire country. That there is not now, nor has there ever been, a popular or public demand for this legislation may be confidently asserted. It

may be fairly doubted, but for the activity of its author, that it would have been heard of during recent years. There are but three of the surplus grain states which do not have their own primary markets. These being the two Dakotas and Iowa.

The department does not desire the full control of inspection of grain throughout the country, provided for in the McCumber bill. It rather desires to be helpful only to the inspection departments of the several states and exchanges where the practice is already established or hereafter to be established.

At only two of the primary markets have dealers expressed a preference for the proposed enactment, and in these markets the trade is by no means a unit in favor of it. These markets, St. Louis and Duluth, are, by reason of their geographical situation, so to speak, astride of state lines. The conflict between the local inspectors of the separate states, the certificates of both being used, has brought about petty annoyances and jealousies which would gladly be eliminated if possible, and a cursory view of the problem has suggested a cherished relief in federal inspection.

By no possibility could the federal authority be imposed on intra-state grain, that moving wholly within a state. As before noted, there are but three surplus grain states which do not have their own markets to which a major part of the product of the state is consigned for sale. Therefore, federal inspection would be inoperative to a large degree, for not until grain should have entered interstate commerce could it be inspected by a federal inspector, if there were such, only on request of the owner.

State Inspection Would Continue.—Furthermore, grain in interstate commerce and graded under authority of the government would not of necessity remain so. A single example will suffice. If loaded at Chicago, Duluth or any of the upper lake ports for shipment to lower lake cities, being interstate commerce the grain would fall within the jurisdiction of the government, but on arrival at destination would lose its identity on being unloaded and would be at rest within state authority. If at Buffalo or Ogdensburg it could be then loaded out and shipped to any part of the State of New York, including the great market of New York City, or if at Erie, could be shipped to any part of the State of Pennsylvania, including Philadelphia, and would be intra-state. Thus, its original inspection which the farmer would be most interested in, and its final sale in which the consumer would be equally interested, would both be intra-state, unless, as stated, federal inspection was requested. It may be conservatively stated that not half of the grain in commerce day by day, the country taken as a whole, could be made amenable in matters of inspection to the authority of the general government.

Double inspection would be imposed on a large quantity of grain, inasmuch as present systems would be continued. This, so far as it was applied to the initial grading, would be borne by the farmers, for all expenses incidental to marketing produce is deducted from the price originally paid the producer. And likewise in its application to the final disposition of the grain, if interstate business, the buyer would pay for it in the price. If double inspection was thus applied to all of the grain received and shipped from Chicago alone, it would amount to two hundred thousand dollars per annum at the current rate of fifty cents per thousand bushels.

The objections herein offered to federal inspection of grain are those of a practical nature. Other objections might with propriety be urged. The objection to paternalism in government has been mentioned in this connection. That the function of government is to govern. That government should keep hands off business of the country as a competitor and should not in any way interfere with established authority now actively rendering such satisfactory service as can with reason be expected, and far more satisfactory than could be expected of a government department.

Future Delivery.—The system of grading greatly facilitates the selling of grain for future delivery. This has become so large and so important a feature of grain in commerce that its brief discussion may not be out of place.

The practice of buying and selling for future delivery has not only become a part of the business of every miller and every jobber of grain, but has become the business of a distinct class of men who are willing to take fair risks, based on their knowledge of conditions. Mr. Justice Holmes, of the United States Supreme Court in a decision says: "People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices and providing for periods of want."

Hedge sales are always of the standard grade of No. 2, as No. 2 wheat or No. 2 corn. Transactions in millions of bushels, sometimes daily, for foreign account, are consummated in the Chicago market. The United Kingdom and Continental markets are all liberally represented in this business, there being no other market where orders in such quantities can be executed.

This is because of our system of classifying grain into grades, and the storing of graded grain in enormous quantities. As this is written there is in store in Chicago more than fifteen million bushels of wheat. The standards of grade are well known in all foreign markets. The carrying on ownership of the grain which enters the commerce of the United States, and to a large degree that also of Europe, results in the selling and buying for future delivery of enormous quantities. As it moves along the highway of commerce it changes ownership many times between the period of production and that of consumption. Each different owner may hedge it, buying back his hedge when he sells the commodity itself. It transpires that the total grain thus sold and bought for future delivery many times exceeds the quantity produced.

Before selling and buying for future delivery was so largely practiced, the margin of profit required by those who carried the grain from the time of production to the time of need was much wider than now. Without it the grain trade of the country, as it now is in all other surplus grain producing countries, would be in the hands of a few men of strong financial standing. In fact, in our own country nearly all farm products not traded in on the exchanges for future delivery are so controlled. Perishable articles, such as potatoes, or those of great bulk such as hay, do not lend themselves to trading of this kind. The fresh meat business, tobacco and other less important articles are controlled by trusts.

The system of inspection of grain is a most beneficent one. It is practiced throughout the country with substantial uniformity. As now established, it serves the needs of the people as fully as such a system can.

Existing departments are administered with more direct responsibility to the grain trade of the country than would be possible under federal inspection.

It serves a broad purpose, determining the quality, leaving only the price to be adjusted in consummating transactions. It affords a well determined basis for time contracts. It is an achievement of the grain trade of the United States and should be jealously guarded through strict application of its rules, and cared for as a priceless possession of producers and consumers as well as those engaged in the distribution of farm products.

Prof. Andrew S. Mitchell in charge of the northwestern dept. of the Pure Food and Drug Bureau, Dept. of Agri. at St. Paul was summoned by telegraph Mar. 15, to Washington to act as temporary chief of the bureau, the post left vacant by the resignation of Dr. Wiley.

OHIO'S NEW EMPLOYERS' Liability Law.

The new Employers' Liability Law of Ohio merits careful study by all grain handlers who employ five or more persons "regularly in the same business, in or about the same establishment." Such employers "who shall pay into the state insurance fund the premiums provided by this act, shall not be liable to respond in damages at common law or by statute," except where a personal injury is suffered by, or death results to, an employee during the course of employment, and such employer has paid into the state insurance fund the premium provided for in this act, and "such injury has arisen from the wilful act of such employer or any of such employer's officers or agents or from failure of such employer, or any of such employer's officers or agents, to comply with any municipal ordinance or lawful order of any duly authorized officer, or any statute for the protection of life or safety of employees;" then nothing in this act shall affect the civil liability of such employer, but the injured employee, or his legal representative in case of death from results of injury, may, at his option, either claim compensation under this act or institute proceedings in the courts. If the injured employee, or legal representative in case of death results, makes application for an award from the state liability board of awards, he waives his right to institute court proceedings, and vice versa.

Each employer paying the premiums provided by this act shall post in conspicuous places about his place or places of business typewritten or printed notices stating the fact that he has paid such premiums; this shall constitute sufficient notice to his employees that he has made such payments. Continuation in the service of such employer with such notice, shall be deemed a waiver by the employee of his rights of action except as provided in the act.

Employers who elect to accept the provisions of this act, shall pay semi-annually the premiums of liability risk in the classes of employment as determined by the board of awards. The employer shall pay 90% of the premium and the employee 10%, the employer having the right to deduct the 10% from the payroll of his employees.

All employers who do not elect to pay into the state insurance fund the premiums provided in this act shall be liable to employees for personal injuries, or death, and such employer shall not avail himself of the defense of the "fellow-servant rule," or of "assumption of risk," or of "contributory negligence."

The board of awards has authority to use their own judgment in each particular case, and "shall not be bound by the usual common law or statutory rules of evidence or by technical or formal rules of procedure, other than as herein provided; but may make the investigation in such manner as in their judgment is best calculated to ascertain the substantial rights of the parties and to carry out justly the spirit of this act."

Fines aggregating \$213,000 for rebating were imposed Mar. 23 in the U. S. District Court at Cleveland, O., upon the Pennsylvania Railroad, Ohio & W. Penn. Dock Co., L. S. & M. S. R. R. Co., Union Dock Co., Ashtabula Dock Co., Pittsburgh & Conneaut Dock Co., Bessemer & Lake Erie R. R. Co., and New York & St. Louis Railroad Co. Yes! Nobody is getting rebates now.

A. D. WRIGHT IN NEW COMPANY.

Personality counts for so much in the grain commission business that the recent change in the name of the Grier Grain Co., Kansas City, to A. D. Wright Commission Co. will be gratifying to the many friends of the president and manager, Mr. A. D. Wright, whose portrait is reproduced herewith.

Mr. Wright has been a member of the Kansas City Board of Trade for over 10 years, having served as manager of the Board of Trade Clearing Co. for some time; but resigning that position to organize the A. D. Wright Grain Co., which after a year's existence was merged with the Grier Grain Co., now succeeded by the A. D. Wright Commission Co. Interested with Pres. Wright in the new company are E. A. Twidale, vice-pres., and B. A. Hinman, sec'y-treas. The company will handle both consignments and trades for future delivery.

Since temperature is a very important item in the success of fumigation, it should always be given careful consideration. Our fumigation experiments conducted in practically an air-tight chamber, with the larvae, pupae and adults of the confused flour beetle (*Tribolium confusum*) and the adults of the rice weevil (*Calandra oryzae*) show that while at a temperature of 90 degrees F. one pound of carbon bisulfid is sufficient for every 500 cubic ft. of space at a temperature of 80 degrees F., it requires one pound of the liquid to every 400 cu. feet of space, and at a temperature of 70 degrees F. it requires one pound of the liquid to every 300 cu. feet of space. At a temperature below 60 degrees F. the amount of carbon bisulfid required and the results obtained are so unsatisfactory that it is impracticable to attempt fumigation. If the building is reasonably tight and the temperature is above 70 degrees, 4 pounds of carbon bisulfid is sufficient for every 1,000 cu. feet of space or one pound for every 40 bus. of grain.—Professor Geo. A. Dean of Kansas Agricultural College.



A. D. Wright, Kansas City, Mo.

MEETING OF INDUSTRIAL Traffic League.

A meeting of the National Industrial Traffic League was held at Chicago Mar. 14 with about 25 delegates present. J. M. Belleville presided and J. C. Lincoln acted as sec'y. Among those present were H. G. Wilson, commissioner of the transportation bureau of the Kansas City Commercial Club; D. O. Ives, chairman New England Board of Transportation, Boston, and Chas. Rippen, traffic commissioner of the St. Louis Merchants Exchange.

After a discussion of the proposed B/L legislation the com'te report recommending support of the law approved by the Commission on Uniform State Laws was adopted. The amendments to the uniform B/L suggested by the B/L Com'te at the November meeting were endorsed and the com'te continued to work along the same lines.

A report sent in by W. M. Hopkins, chairman of the Com'te on Natural Shrinkage was read, transmitting a statement of the proceedings by the general managers Feb. 22, and published in the Journal Mar. 10, page 350. The resolution passed by the general managers was submitted by Mr. Hopkins, but without recommendation.

H. G. Wilson objected to the phrase "origin and destination" weights, desiring to substitute "origin or destination," in the general managers resolution, on the ground that it should not be necessary to prove the weights at both points, as the whole proposition was a concession to the railroads. Mr. Wilson argued that natural shrinkage was not in the province of the League and would be settled entirely outside of this organization. Accordingly the com'te report was laid on the table.

The report of the Com'te on Car Demurrage rules was accepted and the com'te continued. The com'te on publicity of the docket and changes in the western classification was continued and directed to represent the League at the hearing at Washington Apr. 15 on Classification No. 51. Mr. Wilson said he doubted there would be any extension of its effective date beyond June 14.

Mr. Ives read the report of the Classification Com'te and it was resolved the recommendations be carried out, and printed and circulated among the members.

No action was taken on the clearance bill. The com'te was continued and will hold itself ready to appear before Congressional com'tes when heard, in opposition to this bill, which would require the moving back from the railroad tracks of elevators, mills and warehouses to a specified distance, at great expense without corresponding benefit.

J. C. Lincoln having been invited to sit with Examiner Marchand of the Interstate Commerce Commission at the Chicago hearing Mar. 25 on methods of ascertaining carload weights Pres. Belleville stated that the League has been fortunate in securing the services of Mr. Lincoln for an indefinite period.

The Freight Claims Com'te made a report of progress, having expedited the payment of claims and reduced the delay from 6 weeks to one week. H. G. Wilson stated that with the new scheme adopted by the Frisco a decrease has been shown in the amount of loss and damage and that the preventive measures of the Frisco are as important as its highly appreciated efforts to expedite payment of claims. The Frisco plan is to authorize

local agents to settle claims immediately and directly without correspondence up to various limits ranging from \$50 to \$150.

P. M. Hanson, chairman of the Organization Com'te reported 13 new members.

A communication from President Wm. H. Taft to the Sec'y of Commerce and Labor on the organization of a National Board of Trade was read. H. G. Wilson said "The last National Board of Trade never amounted to shucks. They met and had their pictures taken. They never have accomplished anything." Pres. Belleville appointed F. B. Montgomery, of the International Harvester Co., Wilson and Lincoln a com'te of three to go to Washington and report back their observations on the organization of the proposed National Board of Trade.

The "continuous larceny" bill intended to make easier the prosecution for thefts from trains moving from one county to another was discussed, but its indorsement was opposed by Mr. Wilson on the ground it was a criminal question and not a traffic matter.

The time and place of next meeting was left with the executive com'te.

Security Under Average Demurrage Plan.

An unfair and burdensome duty would be imposed on a carrier if it were required to notify a surety company in a technical manner of a default on the part of a shipper, according to a decision of the Interstate Commerce Commission, reached Feb. 12, dismissing the case of the Washburn-Crosby Milling Co., of Louisville, against the Southern Ry. Co.

The milling company alleged that the railroad collected demurrage charges in the sum of \$145, when demurrage should have been assessed on the average demurrage plan in the sum of \$73, and that such charges were unreasonable to the extent of the difference between the two sums. The railroad denied that the charges collected were unreasonable and declared that the following clause of the average demurrage agreement had not been in effect in the shipper's case until after the demurrage in question had accumulated "A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient surety to the carrier for the payment of balances against him at the end of each month."

The surety company to which the milling company applied for some reason objected to the following clause in the bond "The undersigned expressly waive any and all notice of the failure of the principal to comply with the provisions of said agreement or any of them." The milling company asked the railroad to take the trouble to notify the surety company in case of any default on its part. The railroad refused. Later the surety company agreed to the objectionable clause and the bond was executed, but the railroad was firm in demanding maximum demurrage charges.

In rendering decision the Commission declared that the assessment of average demurrage is a concession to the shipper and that the requirement of a bond with sufficient surety was intended to relieve the railroads from loss and from the vexatious pursuit of those in default. The main purpose, declared the Commission, of the clause included in the bond tendered to the carrier is to avoid litigation, not invite it.

GRAIN SITUATION IN Mexico.

BY W. D. HORNADAY.

Notwithstanding 10,000,000 of the 15,000,000 people who comprise the population of Mexico obtain their chief sustenance from grain products, particularly corn, and that there are available in that country many millions of acres of land for the growing of the crops, almost each year there is a large shortage in grain for home consumption.

According to official statistics just issued the government of Mexico for the fiscal year ended June 30, 1911 purchased corn to the value of \$5,500,000, Mexican currency, which is equivalent to \$2,750,000 of United States money. This grain came from the United States and from the Argentine. It was sold to the poor people at just about cost price and was distributed in the different states where there was a lack of home supply. Each state made application to the federal government for the quantity required. Representatives of the government were in charge of the distribution of the corn and it was sold direct to the people instead of passing through the hands of possible speculators.

No reliable statistics are available as to the grain production of the republic. While the *hacendados* are taxed by the government according to their production the information as to the yield from this source is not sufficiently complete to base conclusions as to the whole country.

It is expected that the opportunities afforded in Mexico for the growing of corn and wheat will be taken advantage of by many practical American farmers during the next few years. This is already being done to some extent in different parts of that country and the results that they are obtaining through modern methods of planting and cultivating grains are so far ahead of the native planters as to attract much attention.

The yield of corn in the highlands of Mexico where the ancient and ineffectual methods of farming are conducted averages only about fifteen bushels per acre. It has been demonstrated that by practicing modern methods the average yield in the highlands can be made 45 to 60 bushels per acre. In the tropical portions of the country where corn grows with practically no attention so far as cultivation is concerned and where the crudest methods are used in planting the average yield is about 40 bushels per acre. It has been proved by practical experience that this yield should be 70 to 80 bushels per acre and that frequently two crops of the grain per year may be raised upon the same land.

One of the great hindrances to the more successful growing of corn and wheat in Mexico is the lack of care given in seed selection. There is also little attention paid to preparation of the soil, and on many of the larger estates the old primitive wooden plow and oxen are still in use. In certain parts of the tropical region of Southeastern Mexico corn is planted in the virgin soil without any previous preparation, the natives merely sticking a hole in the ground, dropping the grain therein and covering it up. The conditions are so favorable, however, for the growth of the plants that frequently large yields are obtained without any further attention being given to the crop.

The average yield of wheat in Mexico is not much more than ten bushels per acre. It is known that this production

can be increased to 25 or 30 bus. per acre by the use of scientific farming methods and proper seed selection. There is a large area in the more altitudinous parts of the republic which is splendidly adapted to the growing of winter wheat.

The use of bread made from wheat flour has increased very much in Mexico during the last few years, due, it is believed, to the betterment of the financial condition of many of the people. There are many flouring mills of modern equipment, some of them having a large capacity, situated at different places. Some of the mills have good modern elevators and steel or concrete storage bins. Only recently a new plant of large capacity was finished at the port of Tampico.

There is not enough wheat reaped in Mexico for home consumption and consequently importations have to be made from the United States. It is believed that there is enough wheat in the country at this time to supply the home demand until the next crop, which is usually harvested in May.

The corn acreage in Mexico this year is not large, due to the revolutionary disturbances. It is expected that there will be a shortage in the highland states and that importations of the grain to those parts of Mexico will have to be made.

The fact that not enough corn and wheat is raised in Mexico to supply the

demands of the people has made it unnecessary for the erection of large storage elevators and there are practically none of them in the country except those at the mills. As soon as corn is ready for shipment it is marketed and consumed. The average price obtained for corn and wheat per bushel in Mexico for a number of years past has been almost double that obtained in the United States for the same products. When the fact is considered that as large or larger yields of these grains may be obtained in Mexico by the use of scientific methods of farming and that the prevailing prices are double those of the United States it may be seen that the opportunity offered for these branches of agriculture in the republic is very attractive. The available acreage for this kind of farming is several times that which is now devoted to it, and, it is claimed when the industry reaches the magnitude that conditions warrant, Mexico will become a factor in the export market besides supplying all the home needs.

The Council of Grain Exchanges will hold its next meeting June 17 and 18 at Cedar Point, O.

I find much valuable information and many interesting articles in every copy of the Grain Dealers Journal.—I. E. Clark, Walnut, Kan.

S. M. ISBELL & CO.'S ELEVATOR at Jackson.

Michigan is the leading producer of beans, and the crop is handled by the grain dealers of the state, who generally have their elevators equipped with picking rooms and bean cleaning machinery. Until the last crop, it was not necessary to install driers for driving the moisture out of beans, but the percentage of moisture in the last crop was so large that it became necessary for all those who desired to handle damp beans safely and profitably, to install first class bean cleaning machinery, as well as driers and moisture testers.

Illustrated herewith is the plant of S. M. Isbell & Co., at Jackson, Mich., to which has recently been added a Hess Drier and a Hess Moisture Tester. The elevator is about 40 ft. square and 100 ft. high. A large one story warehouse, 40x100 ft. adjoins the elevator on the west, and is used primarily for the seed business. In the warehouse has recently been installed an improved Monitor Seed Cleaner and a large size King Buckhorn Machine.

On the first floor of the elevator are two large size Monitor Bean Cleaners, one for handling wagonloads from farmers and the other for handling beans received from cars. The beans from each cleaner are carried by a separate stand of elevators to cupola, from which they are distributed into any one of 16 bins. On the first floor of elevator is also a Monitor Cleaner for grain, by which the farmer's grain is cleaned and delivered to the boot of a third stand of elevators, which delivers the clean grain to any bin desired.

Above the first floor are 23 bins, holding about 750 bus. each and above these bins is the picking floor, which is equipped with 70 Clipper Power Belt Pickers, 7 Giant Pickers and 3 Invincible Pickers, also bean polishers. Above the picking floor are 23 bins which hold about 1500 bus. each.

Electric motors on each floor provide power for different machines and elevators as wanted. The Hess Drier, as is shown in the engraving, is outside the elevator. From the drier either beans or grain are elevated and spouted to first floor, where they are cleaned and bagged. The steam plant is used solely for furnishing heat.

The name of the Grain Moth is sitotroga cerealella. When you can pronounce that you will be ready for a trip to Russia. After your tongue manages to twist itself into a bow knot around that word go home and tell your wife that you saw a klinophilos lectularia last night. But grab your hat before you tell her that the kl—lect—is a bed-bug.

Indiana leads all the states in the Union in the mileage of improved roads, according to the report of the Director of the Office of Public Roads of the U. S. Dept. of Agri., having in 1909, 24,955 miles of improved roads. Ohio had 24,106, New York, 12,787, Wisconsin, 10,167, Kentucky, 10,114, Illinois, 8,194, California, 8,587, and Massachusetts, 8,463. The gain in New York according to the Director, is due to the fact that the state has bonded itself for \$50,000,000, and that \$5,000,000 a year or more is being expended by the state, in addition to an equal sum by the counties in building state highways.



S. M. Isbell & Co.'s Elevator and Drier at Jackson, Mich.

NORTHWESTERN OHIO DEALERS

MEET AT TOLEDO

The members of the Hay & Grain Producers and Shippers Ass'n of Northwestern Ohio held a conference at the Boody House, Toledo, on Mar. 22nd, with about 50 shippers in attendance.

The morning session was called to order by Pres. W. T. Dolby of Delphos at 10:30. After a short address Pres. Dolby introduced Bert Ball, Sec'y of Crop Improvement Com'te of Council of Grain Exchanges, who read a paper on, "The Money in a Larger Yield of Better Grain," from which we take the following:

THE MONEY IN A LARGER Yield of Better Grain.

In spite of the excellent and energetic work of the United States and State Departments of Agriculture, Agricultural Colleges, Extension Departments, Farmers' Institutes, Railroads, Bankers, Schools, Colleges, and the thousand and one plans which are being preached by the agricultural press, the unfortunate fact still remains that twenty years ago the United States raised more than six millions of bushels of wheat, which is about the same amount raised in 1911, while our population has increased thirty million souls.

In spite of our enormous activities, except in a few instances, the average yield per acre in the grain growing states is really going down instead of going up. The price of flaxseed is soaring, and barley has been selling for more than a dollar and a quarter per bushel for a very poor quality. Never in the history of the United States has corn been in such a deplorable condition. It is very evident that mere preaching and the printing of bulletins are not entirely satisfactory.

Let us not despair. There never has been such an interest taken in the subject and the business world is finally awakening to the fact that commerce cannot be developed without developing agriculture.

The Crop Improvement Committee of the Council of Grain Exchanges is making a study of agricultural and commercial conditions with a view of eliminating prejudice and to harmonize all of these vast forces in order to obtain a larger yield of better grain. This committee represents twenty of the largest grain exchanges in the United States from ocean to ocean, and from the Great Lakes to the Gulf. It has founded a clearing house of agricultural information and is striving to make and introduce plans in every state by which all may work together.

It is generally conceded by all who have given this matter their greatest thought, that the county should be taken as a unit and a practical man installed, around whom all interests may rally, whose duties should be to maintain an office to instruct teachers in rudimentary agriculture, to hold short-courses for the farmer boys and mature men, and to be at all times generally available and at the service of every farmer and home-maker. He must take an intimate interest in the problems of farm life and with infinite tact and judgment, must get in touch with the unsuccessful man, leading him to use his brains and consider the methods of his more successful neighbors. He must study seed and soil conditions, drainage, dairying, fertilization, animal husbandry and similar subjects.

The bankers, commercial clubs, grain exchanges, land-owners, railroads, county supervisors, newspapers, and the superintendent of county schools are uniting in this work.

How many of you gentlemen are interested in this work? How many of you are willing to take the lead and introduce these plans into your own community? There are many things which each one of you can do. All you have to do is to start the work and it will roll up like a huge snow-ball because you will find that every man, every business man and every land-owner is already eager to lend his assistance to any plans which seem practical.

The first thing for you to do is to call upon the superintendent of your county schools. We will furnish you with a form for small report blanks for corn, for wheat, for barley, for oats and for rye. A suf-

ficient quantity of these blanks is to be sent to the teacher of each school district to distribute to each of the pupils with instructions to take them home and have them filled out by the parents, by the neighbors, and by the relatives, until practically every farmer in every school district has made a report. Each boy or girl is made a committee of one for a different farm.

These blanks state how many acres of each crop harvested in 1911, total number of bushels yielded in 1911, number of acres proposed to plant in 1912, whether each farmer has proper seed for himself, how much seed he may have for sale or how many bushels of seed he may need for his spring planting. Also his plan of crop rotation. These reports are brot back to the teacher, who returns them to the superintendent. In the meantime you have taken the matter up with the editor of your best paper, and also the secretary of the commercial club, if you have one, or to the business men's committee, if you have not. The reports are then classified and the result printed by school districts in the local newspaper. Each farmer is given a number, according to his ability as a corn farmer, or a wheat farmer, etc. These lists are kept in your office or at the commercial club, and any man can learn just where he stands in competition with his neighbors on any particular farm work. A few farmers, of course, will not sign the blanks, and some of them will even lie about it, but a true condition of the county becomes apparent to all those interested.

Every grain man should have a real estate atlas of his county or of the territory in which he works. He should know how many acres every farmer intends to plant of each kind of grain.

The next step is to see the county superintendent once more, and in order to get the subject properly introduced in the schools the matter of testing seed corn should be explained to him. This is so simple that any child of ten years can learn it in ten minutes.

The next step is for the teacher to request each pupil to select some grown farmer as a partner, who may be father, brother, uncle or neighbor. The pupil then asks his grown partner to pick out twelve of the very best ears of corn from that which he intends to plant for a germination test.

The average county throughout the corn belt has something like one hundred thousand acres in corn every year. Professor Holden says that the main reason why our average yield is not more than thirty to thirty-five bushels is because much of the seed is dead when planted, and if every farmer could be sure that every grain would grow, then he could have eighty to one hundred bushels just as well as thirty to forty. How many of you have actually tested any seed corn this year? What did it show?

Now, to any reasonable mind, this germinating of seeds by the children will increase the yield at least ten bushels per acre, and in many cases, much more. If, by seed selection alone, an increase of ten bushels on one hundred thousand acres be made, that is a million more bushels of corn for your county which you never had before, and at the very low price of 50c per bushel, there is a half million dollars which school children can add annually to the welfare of your county by this simple but efficient process.

The true value of this experiment is for you to show the business men of your county that it is a business proposition, that instead of their commercial club trying to go to other cities and inducing factories to move, that the most profitable thing for them to do is to cultivate your own surrounding territory and put this immense sum of money into circulation.

Don't try to do all of this by yourself. Talk it to everybody you meet and show them which side their bread is buttered. Get them all into an organization, get your leading men interested, and form your crop committee to do all of these things, and eventually launch the farm bureau and put in a manager. A fund based upon one cent an acre is all the money you will need for your manager's salary and expenses. One hundred dollars from the land owners of each of your townships will start the fund. Your bankers and business men will immediately agree to duplicate this

sum. Your county supervisors will add another thousand or two in order to help out the deficit on the county farm. The railroads will all come in for something and we are sure that the Bureau of Plant Industry, while its fund is growing low, is always willing to co-operate with at least a third of any fund raised, and we think that the bills in Congress this year will make it possible for the government to back up any county which shows spunk enough to look out for its own economic conditions.

You must call a meeting of all your farmer friends and ask them to decide which variety of grain is best adapted to your soil and climate and which variety will bring the best price. You must offer them a graded price at the elevator and get them to agree to breed up this single variety so that you can ship in carloads unmixed with other grains and free from the seeds of noxious weeds.

It is a well known fact that grain which is of one standard variety invariably commands a premium and it will be only a few years before your locality, if you take up this matter, will become celebrated as a seed growing center for your own particular type and there will be a call from more shiftless localities in the same latitude for all the seed you can furnish.

The most important thing which our friend Dr. Wiley has instilled into the minds of the grain trade is that the quality must be improved, and that by so doing all of the petty quarrels as to grading and dockage will be eliminated. The beauty of it is that when you get the quality, you also get the quantity. You must work without ceasing to keep the grain shipped from your station pure and unmixed, and you must get all of your farm friends to work with the neighbors so that eventually all the grain shipped from your station may be of the one best type.

The time has come when the price of farm lands demands more intensive cultivation. The intelligent farmer must be shown that if he would continue to be a landlord, he must adopt methods which will bring him in more money, else he will soon lose his land and become a mere hired hand. It is therefore your duty to yourself and your trade to study the cultivation of grain and to become in a measure the school master for your bucolic friends.

It is your duty to read up on the subject. It is your duty to keep all of the grain bulletins on file where they may be instantly accessible.

It is your duty to put in the best cleaning machinery and to clean seed grain free of charge.

It is your duty to know how to test seed grain for germination and to see that every farmer does it.

It is your duty to see that the seed planted is the best available and is the most suitable, not only to your soil and climate, but as to its milling and marketing values.

It is your duty to understand how and to advise the establishing of seed plots on each farm, and to encourage each man to grow his own seed, that it may be brot up to its highest perfection.

It is your duty to know what variety each farmer intends to plant, and I will say it again, it is your greatest duty to see that this variety is pure so that eventually every man with the same type of soil can have his grain dumped into a bin with his neighbors and be sure that it is the same quality and all alike.

You must pay the best price for choice grain, which weighs more than a certain amount per bushel, and to dock the price or refuse absolutely all grain which is dirty, musty, of mixed variety, or full of weed seed.

You should know what was grown on each field last year and the year before that that proper rotation is practiced. It is your duty to see that the seed bed is properly fertilized and prepared. It is also to your interest, if the man brings his seed to your elevator to be cleaned, to see that the screenings are not merely dumped back into the wagon, but are scalded or disposed of in such a manner that the weed seeds may be eradicated in two or three seasons.

If troubled with onions in your section, it is not only your duty, but it will rebound to your everlasting profit to get the farmers who have onions in their seed to trade them in, bushel for bushel, to be supplied with seed which is free from this pest.

There is nothing mysterious about this mode of procedure. Every good merchant and every good manufacturer knows all about the rudiments of his business and his source of supply, and if you want to gain from 10 to 50% a year, you will have to know how to do all of these things because your competitor may be already in the field ahead of you.

Mr. Ball exhibited a specimen of the "rag baby" method of selecting seed corn, and urged every grain dealer to demonstrate this method to the farmers in his office, and to go a step further by influencing country school teachers to work up the interest of the farmer's children in testing of seed corn.

Pres. Dolby introduced Mr. Brahman of the Ohio State Dairy and Food Commission, who talked on, "Weights and Measures," and explained the law as it affected the grain business. It is absolutely against the law to use a scale which has not been sealed. The law provides that scales may be inspected and sealed free of charge by the state, county, or City Sealer.

H. G. Pollock, Middlepoint, moved that the sec'y procure sufficient copies of the state law on weights and measures and send a copy to each member of the assn. Carried.

E. M. Crowe, Piqua: How often shud scales be sealed?

Mr. Brahman: The matter of how frequently scales shud be sealed depends on the care taken of the scales.

E. E. McConnell, Lima: Which scale gives best satisfaction—automatic or hopper? Can an automatic scale be sealed?

Mr. Brahman: We wud rather not attempt to say which scale gives best satisfaction.

N. C. Webster: New York City insists that a scale must not be used unless it has been inspected and sealed. We have a number of scales in use in New York City, and all of them have been sealed. A competent sealer can seal an automatic scale. We find that most trouble in scales is due to lack of proper care and attention and not to any fault of the scale.

E. E. McConnell: I find that the automatic scale gives more dissatisfaction in weights than the platform or hopper scale. In order to weigh accurately, the automatic scale must be readjusted for damp corn or damp, dirty oats.

C. T. Pierce, Van Wert, chairman of com'te to investigate the advisability of scale inspection, reported that their investigations revealed a general bad condition of scales of country shippers. Probably 80% of loss of weight on grain shipments is due to carelessness on the part of shippers or on the part of weighers at terminal markets. We find that public scale inspectors are generally incompetent.

Mr. Pierce offered a resolution providing for the appointment of an expert scale inspector whose services will be at the command of members of this ass'n, this inspector either to be employed by the ass'n or to be paid by each shipper for services rendered.

H. G. Pollock moved the adoption of the resolution.

L. C. Allinger, Delphos: The fact that our scales are inspected by a man employed by our ass'n would make the farmers suspicious of our organization. For this reason I am not in favor of the ass'n employing an inspector.

H. G. Pollock: No grain man knows enough about scales to be absolutely accurate in testing his own scales. It is a business proposition for us to make arrangements with some competent man, upon whom we can call at any time to test our scales. He need not necessarily be in the employ of the ass'n.

The matter was left in the hands of the com'te and Sec'y Riddle to get in touch with competent scale inspectors and sealers.

AFTERNOON SESSION.

The afternoon session was opened with a discussion of, "Is It Practical for a Country Elevator Operator to Buy Corn on Grade?"

The discussion was lead by J. W. Owens, of Groverhill, who pointed out the injustice to the good farmer when the grain dealer paid as much for poor corn as for the better quality. If the grain dealer does not grade the grain as it comes in and pay a uniformly better price for the better grades, we can never hope for the farmer to raise a higher grade of corn. The farmer needs some encouragement to do good work. Most shippers do make some distinction between good and bad corn, but the shipper can not give justice to all farmers unless he follows a uniform scale of discounts for the off grades. We must narrow up the margin on good grades and buy the off grades at a profit.

Upon call of Sec'y Riddle, shippers in attendance expressed themselves by rising vote that the handling risk is greater on No. 4 corn than it is on No. 3 corn; and that this increased handling risk justifies a wider handling margin; and that 3c per bu. is a fair margin for No. 3 corn.

Sec'y Riddle: It has never been the intent nor desire of this ass'n to fix prices. We could not do it if we would. We can serve our own interests best by serving the farmers' interests. We want all dealers in our territory to follow the card bids sent out from my office because we think those prices allow a just and equitable working margin. Those card bids are not secret. Anyone can receive them regularly. We expect to make a fair profit on our business, but we can not and should not expect more.

F. O. Paddock spoke regarding the proposed new B/L: The bill now before the U. S. Senate, if adopted, would provide that a higher rate could apply on negotiable B/L than on an ordinary B/L. Over 25 billion dollars worth of Bs/L are issued each year; 5 billion dollars worth of Bs/L pass thru the banks. We need a negotiable B/L which will be reliable and which will give protection to the man who buys it. We should have uniform Order Bs/L without extra charge. The railroads want to escape responsibility, and place it on the shipper or on the consignee. That is just what we do not want them to do.

J. W. McCord, Columbus: All you shippers should exert your utmost efforts to get the Pomerene Bill through without change.

Mr. Odenweller, of Ottoville, moved the adoption of a resolution favoring the Pomerene Bill, as follows:

Resolved, That it is the consensus of opinion of this conference of millers and elevator operators of Northeast Indiana, Northwest Ohio and Southeast Michigan, assembled in Fort Wayne, Ind., this 8th day of March, 1912, that Senate Bill 4713, known as the Pomerene uniform Bs/L in the form now pending for consideration, constitutes a wise, sane and desirable form and that we recommend its adoption.

The resolution was carried.

J. W. McCord, Columbus, read and explained the new Employers' Liability Law, pointing out in detail how it operates, its advantages and disadvantages to grain dealers and millers. This law may be applied only to those houses which employ five or more persons. All dealers who employ five or more persons at one house should by all means obtain a copy of this law and study it.

The effect of the recent action under the Federal Food and Drug Act was brought for discussion. Sec'y Riddle reviewed

the results of the recent meetings held at Washington, St. Louis and Chicago, and expressed his regret for the retirement of Dr. Wiley by saying that it is a calamity to the country and that the grain trade is in a large measure responsible.

W. O. Dull, Willshire: I am heartily in sympathy with Dr. Wiley, and the measures which he has advocated. If his ideas are put into effect we will not have so much trouble with our bad corn. Already I have found it much easier to hold back the corn in the hands of the farmer.

The sentiment of the meeting as expressed by a rising vote favored the extension of the Food and Drug Act to cover hay and grain in the natural state; and the regulation and standardization of grades by the federal government.

Pres. Dolby introduced Mr. John Begg, of the Ohio State Dep't of Agri., who talked very interestingly on the work which is being done by the department for the promotion of better agricultural methods, and asked the co-operation of all grain dealers in getting the farmers interested. He said that grain dealers are probably the most vitally interested in the movement for better crops, as the condition of crops always has a most direct effect on the grain business. But the grain man no longer stands alone in the fight for better and larger crops. All progressive business men in agricultural districts are interested. Associations of lawyers, bankers, doctors, etc., talk of this work in their meetings and are anxious to help in encouraging the farmer to raise better crops.

The Ohio State Dep't of Agri. has conceived a plan for interesting the boys of every county in the state in a contest for more and better corn. Under this plan the boy who raises the biggest and best crop of corn in each county will receive a free trip to Washington D. C. It is the idea of the Dep't. of Agri. to interest some organization in each county who will finance the trip of the boy from their county, and we know of no organization which should be more interested than the grain dealers. Can't the grain dealers of each county raise \$50 for this purpose?

Without further solicitation, grain dealers from 13 counties pledged themselves to raise the \$50.00 to push this work in their respective counties, as follows: Allen, Defiance, Fulton, Franklin, Henry, Mercer, Lucas, Paulding, Putnam, Shelby, Van Wert, Williams and Wood. Long & Long, of Convoy, Van Wert County, subscribed \$50.00 to send a second boy from Van Wert County.

At 5:30 the meeting adjourned to the main dining room where all shippers were entertained to luncheon by the Toledo Produce Exchange. F. O. Paddock was chosen to represent the Produce Exchange, and after the luncheon gave a very excellent and highly humorous talk on the history and development of the Toledo market.

Prof. Dorst, of Ohio State Agri. College, spoke of the work that is being done at the State University for the promotion of agricultural methods, and made an earnest appeal to grain dealers to assist them in their efforts to teach the farmer.

IN ATTENDANCE.

C. W. Austin, of Chicago, represented the Erie R. R.

J. F. Zahm & Co. presented each one who called at their office with a red carnation.

N. C. Webster, automatic scale representative was the only machinery man in attendance.

C. O. Garver, Columbus, represented the Grain Dealers Nat. Fire Ins. Co. and Ohio G. D. Fire Ins. Co.

From other points: J. J. Rammacher, Eastern Grain Co., Buffalo; P. E. Gale, of Gale Bros. Co., Cincinnati; Bert Ball, Chicago; R. Harper, Pittsburg; J. W. McCord, Columbus; F. E. Watkins, Cleveland.

Among those in attendance were: L. C. Allinger, Delphos; H. Bressler, Cairo; Earl C. Bear, Hicksville; Harry Botzum, Delphos; E. M. Crowe, Piqua; E. T. Custenborder, Sidney; P. W. Davis, Gilboa; W. T. Dolby, Delphos; W. O. Dull, Willshire; Frank Fisher, Alvordton; L. A. Gephardt, Moffit; Chas. Garmhouse, New Bremen; W. E. Gest, Defiance; E. F. Hanson, Wauseon; Joe Hermiller, Ottawa; H. Long, Convoy; W. H. Lambert, Delta; Wm. Ludwick, Jackson Center; E. E. McDonnell, Lima; O. D. Manship, Middlepoint; Philip Mauer, Ottawa; C. W. Mahan and I. S. Mahan, Van Wert; M. L. Mericle, Bradner; H. G. Pollock, Middlepoint; Sam Poole, Haviland; J. W. Owen, Grover Hill, C. T. Pierce, Van Wert; G. W. Poast, Columbus Grove; C. Odenweller, Ottoville; C. P. Richey, Van Wert; T. P. Riddle, Lima; D. R. Risser, Vaughnsville; G. G. Rockwell, North Baltimore; Joe Ringlein, Leipsic; John Wans, Maplewood; G. D. Wise, Pettisville; N. C. Snyder, Colby; A. McDougal, Millbury.

Exports of Breadstuffs.

Our exports of breadstuffs in the eight months prior to Mar. 1. included 1,359,255 bus. of barley, 31,158,609 bus. of corn, 1,142,297 bus. of oats, 1,990 bus. of rye and 25,623,745 bus. of wheat; compared with 8,361,836 bus. of barley, 35,756,375 bus. of corn, 968,130 bus. of oats, 119 bus. of rye and 18,349,202 bus. of wheat exported in the corresponding eight months of 1911. The total value of all breadstuffs exported during the eight months was \$84,621,961; against \$76,193,968 for the corresponding period of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Three grains of sprouting corn in a human appendix is pushing the cultivation of the soil a little too far, even if man is made of clay. This is the opinion of the surgeons who recently operated on J. B. Powell, of Lawrence, Ind., for acute appendicitis. Powell had a habit of eating a few grains of corn every time he fed his stock.

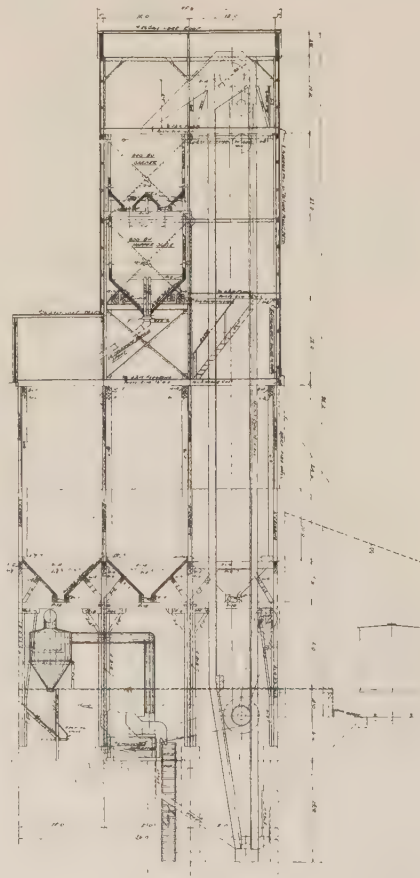
The "forage disease," which kills so many horses, may be caused by feeding any kind of rough feed and not moldy corn alone, as commonly supposed, according to a recent statement of A. Boostrom, Nebraska state veterinarian. He estimates that between 1,000 and 1,500 horses have fallen victim to the disease during the past winter. The better grades of horses suffered most heavily, while the tough ponies remained immune. In Nebraska the period of the disease is from Dec. 1 to Mar. 1. This year the southwestern section of the state was the hardest hit, more fatalities occurring on the whole than in any year since 1898. The "forage disease" has generally followed seasons in which forage stopped growing during the summer and started again from late rains, being caught by the frost before mature. Mr. Boostrom says the disease is not contagious. He says the only remedy he knows is to change the forage when one of the herd becomes sick.

NEW ELEVATOR OF CHATTANOOGA FEED CO.

Chattanooga, Tenn., is one of the leading cities of the great mountain state, and altho located on the Tennessee River, is high above sea level. It has a population of about 45,000 and affords a good local market for feedstuffs. Being an important railroad center, it is advantageously located for distributing grain and feedstuffs to the Southeast, hence it is quite natural that an elevator, equipped with modern grain handling devices, should be erected there.

The Chattanooga Feed Co., which has a very large warehouse for feedstuffs, is the owner of the new plant illustrated herewith. The elevator is 36x36 ft. at the foundation, and extends over 95 ft. above grade. The bottom of the elevator boot is 20 ft. 6 in. below grade. The basement floor, walls and foundation are constructed of concrete. The house is a good structure, 6 in. cribbing being used up 15 ft. 6 in. above working story and 4 in. cribbing the balance of the way to cupola. The cupola has a steel frame, and is supported direct from the foundation, so as to prevent settling of the cribbing interfering with the weighing of the hopper scale and the alignment of the head shaft.

Grain can be dropped from cars thru iron grating into receiving sink on track side of house, and elevated by leg equipped with 14x7 inch buckets to 800 bu. garner in cupola. This garner has four openings in bottom, thru which grain is dropped to 800 bu. hopper scale. From the scale hopper grain is spouted direct to either of nine hopper bottomed bins. The receiving sink floor has a steep pitch which insures perfect cleaning by gravitation.



Cross Sectional View Elevator of Chattanooga Feed Co.

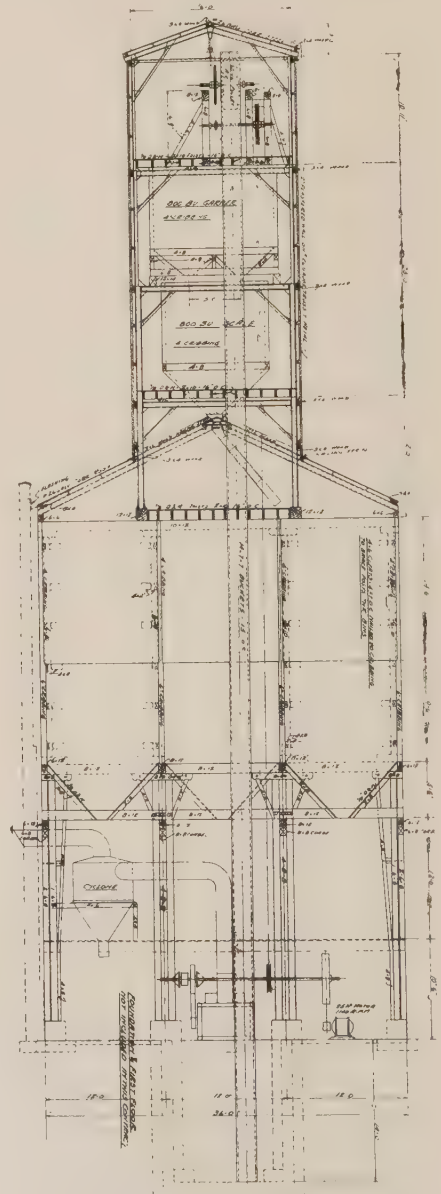
Grain may be dropped into boot of leg from a No. 6 Invincible Separator, located in the basement. Dust is blown by a fan to a Knickerbocker Cyclone on first floor, whence it is dropped to the hopper bottom dust bin in basement. From this bin the dust is gathered into sacks and removed.

On the first floor of the elevator is a 25 h. p. electric motor, which supplies all the power needed in the plant. Power is transmitted from jack shaft on this floor by means of ropes to the head pulley and by means of leather belting to the separator, and to the power grain shovels.

Easy access is obtained to cupola by means of a manlift. On the working floor is a Sonander Automatic Sacking Scale for packing feedstuffs into even weight bags.

The plant was designed and erected by the Burrell Engineering & Construction Co.

Gosoline, both light and heavy, is now made by fractionating natural gas. This process saves the natural gas that is allowed to go to waste from the oil wells in almost all the petroleum fields.



Longitudinal Sectional View Elevator Chattanooga Feed Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

M. & St. L. in No. 1634B gives rates, effective Apr. 13, on wheat, corn, oats and rye from Ia. points to Missouri river points.

Wabash in No. B8,431 makes elvtr. and grain transfer allowances, effective Apr. 6, at Missouri river points and Des Moines, Ia.

C. I. & S. gives a rate of 8c, effective Apr. 10, on oat clippings, oat hulls, elvtr. dust and grain screenings from South Bend, Ind., to Peoria, Ill.

Southern gives rates, effective March 28, on grain other than corn, from Mt. Vernon, Ill., to Evansville, Ind., 8c, from Mt. Carmel, Ill., to Evansville, Ind., 5c.

Union Pac. gives a rate of 35c, effective Apr. 15, on flaxseed from Archer, Durham, Hillside, Burns, Egbert, Tracey and Pine Bluffs, Wyo., to Fredonia, Kan.

N. Y. C. & H. R. in Sup. 2 to GFD265D gives rates, effective Apr. 15, on grain and grain products from N. Y. C. & St. L. stations to eastern and seaboard cities.

Mo. Pac. in Sup. 19 to No. 1285 gives rates, effective Apr. 13, on grain and grain products between Kan., Neb., Mo. and Ia. points and Colo., Kan., Mo., Neb. and Okla. points.

N. Y. C. & H. R. in Sup. 5 to No. A20,024 gives rates, effective Apr. 15, on grain and grain products from Ont. and St. Lawrence divisions, station to N. Y. C. & H. R. stations.

C. & E. I. gives a rate of 9c, effective April 4, on wheat, corn, rye, oats and barley from Altamont and Moccasin, Ill., to Cincinnati, O., Jeffersonville, Ind., and Louisville, Ky.

N. Y. C. & H. R. in No. A21,977 gives rates, effective Apr. 15, on wheat, corn, rye and oats, applying at and east of Buffalo thru elvtrs. to eastern and interior eastern points.

B. & O. in Sup. 10 to ICC 9,367 gives rates, effective Apr. 12, on grain and grain products from Baltimore, Shenandoah and Cumberland division and branches to Va., Pa. and Md. points.

Wabash in Sup. 6 to No. 5,493, effective state, Mar. 21, interstate, Apr. 12, makes rules governing privileges granted on grain and grain products in transit at Wabash stations and connections.

L. S. & M. S. in Sup. 11 to ICC A2,723 gives rates, effective Apr. 15, on grain and grain products from L. S. & M. S. stations and connections, to eastern and Va. basing points and Can. points.

M. & St. L. in Sup. 4 to No. 1,588A gives rates, effective Apr. 12, on wheat, corn, oats and rye from Minn., and St. L. and southern Ia. Trac. stations to Kansas City, Mo., and points taking same rates.

West Shore in No. A7,795 gives rates, effective Apr. 15, on wheat, corn, rye and oats applying at and east of Buffalo, N. Y., thru elvtrs. at Buffalo to West Shore, Cent. N. E. and N. Y., N. H. & H. stations.

G. T. Pac. Constr. Dep't gives a rate of 24c, effective Mar. 30, on barley, flaxseed, oats and wheat from Fort William, Ont., to Duluth, Minneapolis, Minnesota, Transfer, St. Paul, Minn., and Superior, Wis.

M. K. & T. gives rates, effective Mar. 31, on grain and grain products between St. Louis, Mo., East St. Louis and Alton, Ill., and Hannibal, Mo., corn, 9c, wheat, 10½c, flaxseed and millet seed, 11c.

Santa Fe gives rates, effective April 5, from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to Albert Lea, Minn., wheat, 12c, corn, rye, oats and barley, originating west of Missouri River, 11c.

M. & St. L. gives rates, effective Mar. 15, between St. Paul (including Twin City Stock Yards), Minneapolis, Minnesota, Transfer, Minn. and Revillo, S. D., flaxseed and millet seed, 12½c, wheat, corn, oats, barley and rye, 10½c.

Grand Trunk in Sup. 1 to No. 333 gives rates, effective Apr. 6, on grain products from Grand Trunk stations and connections and reshipping rates from Chicago, Ill., and Milwaukee, Wis., to eastern New England and Canada points.

C. R. I. & P. in Sup. 12 to No. 10,642E makes transit rules on grain and grain products effective Apr. 23, at C. R. I. & P. and C. R. I. & G. stations to Ark., Kan., Colo., La., Neb., Okla., Tenn. or Tex. points, also Missouri river points.

C. R. I. & P. in Sup. 15 to No. 18,361F gives rates, effective state, Mar. 15, interstate, Apr. 15, on grain and grain products, C. L., cleaned, manufactured, milled, shelled or mixed at C. R. I. & P. stations on and east of Missouri river.

Gt. Nor. gives rates, effective Apr. 10, on barley, corn, oats, rye and wheat from St. Paul, Minneapolis, Minnesota Transfer, Minn. to Aberdeen, Yankton, and Huron, S. D., 14.5c, to Sioux Falls and Watertown, S. D., 13c, Vienna, S. D., 13.5c.

C. R. I. & P. in Sup. 58 to No. 19,690C, gives rates, effective Apr. 22, on grain and grain products from stations in Colo., Kan., Mo., Neb., N. M. and Okla. to Memphis, Tenn., Little Rock, Ark., New Orleans, La., and rate points, also Missouri river points.

Mich. Cent. gives rates, effective March 25, on rye, from Rives Junction, Mich., to Troy, O., 10c., wheat, from Owendale, Mich., to Battle Creek, Mich., 9c., elevator dust, grain clippings, oat clippings, oat hulls, from Buffalo, N. Y., to Peoria, Ill., 13½c.

Mo. Pac. in Sup. 19 to No. 682A, gives rates, effective Apr. 3, on grain and grain products from St. Louis, Carondelet, Mo., East St. Louis, Belleville, Cairo, Gale, Thebes, Ill., and Memphis, Tenn., and points taking same rates to Ark. and Okla. points.

D. T. & I. gives rates, effective Apr. 8, on barley, buckwheat, corn, kafir corn, oats, rye, spelt and wheat from Adrian, Mich., to Toledo and Fostoria, O., 5c; to Cleveland, O., 7c; from Bainbridge, O., to Toledo, O., 7c; to Fostoria, O., 7½c; to Cleveland, O., 8c.

M. K. & T. in Sup. 4 to No. 4292 gives rates, effective Apr. 6, on grain and grain products from St. Joseph, Mo., Atchison and Leavenworth, Kan., Omaha, South Omaha, Neb., and Council Bluffs, Ia., to M. K. & T. stations in Mo., Kan. and Okla. and connections.

Ill. Cent. in Sup. 11 to No. 2,299C gives rates, effective Apr. 15, on grain and grain products from Council Bluffs, Ia., and Omaha and South Omaha, Neb. (when originating beyond), to Ill. Cent. stations in Ill., Wis., Ia., Minn., and S. D., also St. Louis, Mo., and Paducah, Ky.

C. B. & Q. gives rates, effective April 1, on barley, buckwheat, spelt, corn, milo maize, oats and rye from Alma, Bagley, Bay City, Calvert and other Wisconsin points, taking same rates to Louisville, Ky., 20½c; grain products from Peoria, Ill., originating beyond, to Metropolis, Ill., 8c.

Mich. Cent. has made rates, effective Mar. 15, on oat hulls from Bridgen, Ont., to Detroit, Mich., and Toledo, O., 8½c; from London, Ont., to Akron, O., 10c.; Detroit, Mich., and Toledo, O., 8½c; from St. Thomas and Tilsonburg, Ont., to Akron, O., 10c., Detroit, Mich., and Toledo, O., 8½c.

Mo. & Nor. Ark. in Sup. 1 to No. 525 gives rates, effective Apr. 3, on grain and grain products from Joplin and Neosho, Mo. (proper) and points taking same rates to Little Rock and Pine Bluff, Ark., and points taking same rates, broomcorn, 42c, corn, 17½c (reduction), flaxseed, 23c, wheat, 20½c (reduction).

Gt. Nor. gives rates, effective Apr. 5, on corn, oats, feed and articles taking same rates, from Sioux City, Ia., and Yankton, S. D., to Freeport and Melrose, Minn., 15c; April 8, corn, oats, feed and articles taking same rates from Sioux City, Ia., and Yankton, S. D., and rate points to Judd, Alfred, Gackle and Streeter, N. D., 22½c.

C. R. I. & P. in Sup. 11 to No. 27,537, gives rates effective Apr. 10, on grain and grain products from C. R. I. & P. stations in Ill. and Ia., also reshipping rates from Peoria and Pekin, Ill., to eastern and Can. points, also grain and grain screenings from C. R. I. & P. stations to stations in Ind., Ky., N. Y., O. and Pa.

C. & N. W. gives rates, effective April 1, on grain between Omaha or South Omaha, Neb., and Shaffton, Princeton, Le Claire, Pleasant Valley, Bettendorf and Davenport, Ia., wheat, 14.25c, corn, 13.25c; flaxseed, between Chicago, Ill., and Shaffton, Princeton, Le Claire, Bettendorf, Pleasant Valley and Davenport, Ia., 12.5c.

A. D. Hall, agt. for L. & N., Ill. Cent., etc., announces a rate of 12c, effective April 1, on corn, oats, rye, barley, screenings, corn meal, hominy, grits, bran, middlings, shorts, feed, animal and poultry chips, from St. Louis, Carondelet, Mo., East St. Louis, Madison, Venice, Granite City, East Carondelet and Vulcan, Ill. to Slidell, La.

C. R. I. & P. in Sup. 10 to 19,687-D gives rates, effective April 10, on corn, oats and wheat from Missouri River crossings (when originating beyond) to Cincinnati, O., Jeffersonville and New Albany, Ind. (when destined to points in southeastern and Carolina territories), with transit privileges at Chicago, corn and oats, 12c, wheat (carloads), 13c.

R. I. gives rates, effective March 15, between St. Louis, Mo., East St. Louis, Ill., and rate points, and Parkville, Waldron, East Leavenworth and Weston, Mo., flax and millet seed, 14c, wheat, 11½c, corn, rye, oats and barley, 10½c, March 31, between St. Louis, Mo., and East St. Louis, Ill., and rate points and Center-ville and Petit Jean, Ark., corn, 22½c, wheat 24½c.

Mo. Pac. made rates, effective Mar. 14, on wheat and corn from Chamolis, Osage, Hermann and Gasconade, Mo., to St. Louis, Carondelet, Mo., 7c, East St. Louis, Ill., 8c, flour, bran and feed, from Chamolis, Osage, Hermann and Gasconade, Mo., to St. Louis, Carondelet, Mo., 7c, East St. Louis, Ill., 8½c (rates on wheat, flour, bran, feed and corn apply only on shipments originating at landings on Osage or Gasconade rivers and handled directly into cars).

C. R. I. & P. in Sup. 57 to No. 18,750A gives rates, effective Apr. 15, on grain and grain products, from Missouri river points when originating at points in Ia., Mo., Kan., Neb., Colo., Okla. and Tex., or on grain products manufactured at the Missouri river, on grain when originating at points in Ia., Mo., Kan., Neb., Colo., Okla. and Tex. to C. R. I. & P. stations and connections, also grain products from Iowa points to Missouri river (when destined beyond).

R. I. gives rates, effective Apr. 15, on grain and grain products from Memphis, Tenn., to Kinard, Wesson, Bussey, Experiment, McKamie and Taylor, Ark., corn, 21c, corn meal 24c, wheat, 24c; Apr. 18, feed, from Emmetsburg, Ia., to Prairie du Chien, Wis., 15c, grain and grain products between Victory, Okla., and Chicago, Ill., wheat, 31½c, corn, 29½c, between Victory, Okla., and Peoria, Ill., wheat 30c, corn, 28c; April 20, wheat, corn and oats from Kansas City, Mo., Atchison, Leavenworth, Kan., St. Joseph, Mo., Omaha, Neb., and Council Bluffs, Ia. (originating beyond), to Cincinnati, O., Jeffersonville, New Albany, Ind., wheat, corn and oats from above named points to Louisville, Ky. (when destined to southeastern or Carolina territories, wheat, 14c, corn and oats, 13c.

The date for the hearing of the Senate Com'te in charge of bills governing trading in futures, to consider the various ones presented, will be set in the near future by Senator Lamb chairman of the agri. com'te. The hearing will be attended by representatives of the Council of Grain Exchanges and all grain, seed and cotton centers will send delegates.

CONVENTION OF FARMERS Grain Dealers Association of Illinois.

The ninth annual convention of the Farmers Grain Dealers Ass'n of Illinois was held at Champaign on Mar. 12, 13 and 14th, 1912. All meetings were held in the Auditorium.

The first session, which was called to order by Pres. F. C. Wallbaum at 10:30 Tuesday morning, was taken up by reports of officers and appointment of committees. The afternoon was filled with discussions of "Co-operative Marketing" and other problems of vital importance to the cause of co-operation.

Bert Ball, Sec'y of Crop Improvement Comite of Council of Grain Exchanges, addressed the convention in the afternoon on "The Farmer as a Business Man." He said in part: "Mind your own business" is an excellent motto, but unfortunately so few of us really know what is our own business. The main reason why we do not get a larger yield of better grain is directly chargeable to lack of method. The greatest curse of our land today is the year to year tenant who lives on land owned by retired farmers, bankers and business men who live in the city. And the tenant is not altogether to blame.

The only way to make money is to become thoro in your work and plant thoroughbred seed.

Tuesday evening everyone went out to the Univ. of Illinois, where they listened to a very entertaining and instructive stereoptican lecture by Dr. Cyril G. Hopkins, on the subject of "Soil Improvement," which he said could best be done by the use of natural fertilizers and rotation of crops. Prof. Hopkins spoke principally of the production of corn and how to increase the yield per acre, which was very well illustrated by fotographs of work that has been done on the college farm. It was noticeable that the important subject of "How to Raise Better Corn" as demanded by Dr. Wiley was not touched upon.

On Wednesday morning the nominating comite reported only one name for each office, as follows: F. C. Wallbaum, Pres.; I. B. Abbott, Treas.; H. W. Danforth, first v. p.; A. C. Rice, Jacksonville, second v. p.; L. B. Olmstead, of Somo-nauk, and J. U. Surface, of Mason City, as directors. The election was unanimous by acclamation.

MANAGERS SESSION.

The managers occupied the remainder of the day on Wednesday with an interesting program. Geo. Brunskill, of Pontiac, presided and in his opening address made a strong plea for federal inspection of grain, which he prophesied would come before many years. He also spoke of a reciprocal demurrage law, urging that it is no more than fair to the shipper that the railroad shud pay \$1 per day for failure to furnish cars when ordered.

Mr. Brunskill said that it would be fair to establish a minimum of \$1 for claims against railroads, but if a car arrives leaking the shortage claim shud be paid in full.

In considering the moisture test, it was learned that 14 managers present were using moisture testers, all of whom spoke very favorably of the satisfaction given by the testers.

F. J. Koerner, of Pontiac, C. A. Pricer, of Mahomet, and M. M. Wright, of Dorans, spoke on "Some Problems which Managers Must Face." They touched

upon the storage question, shortage of cars and grading of grain. The shortage of cars is the most puzzling question of today, and seems to be general, altho stations on the I. C. R. R. seem to be affected more than others.

Mr. Pricer advised an organization among managers for fixing prices of graded grain.

Roy H. Jones, of Monticello, opened the discussion on "Shud Managers of Co-operative Elevator Companies be Compelled to Store Grain,—If So, Why?" He said that it was all right to store some kinds of grain at some times. He is not in favor of free storing and said he would not like to be *compelled* to store.

H. A. Bonger, of Ottawa, emphasized the value of enforcing rules for storage, and of strict enforcement of rules without partiality.

J. A. Henebry, of Morris, John Nafziger, of Anchor, and A. G. Walls, of Jacksonville, led a discussion on "hedging," in which everyone agreed that hedging was the only means to keep from speculating. The man who buys grain and does not hedge is explicitly a gambler.

W. P. Cavanagh, of Kempton, and A. N. Steinhart, of Ransom, spoke on the grading of grain when bot from the farmer. He said that he would not be without the moisture tester because of the satisfaction it gives the farmer. A farmer who has good grain shud receive more for it than another farmer receives for poor grain. We must have fixed rules and grades for all farmers, and we can do so only by using the moisture tester. In quoting the daily prices for grain the local papers shud state whether the price is for No. 3 or No. 4.

The discussion on the use of written contracts in buying grain from farmers brot forth a motion to the effect that the manager mail to the farmer a "confirmation of purchase." A phrase was embodied in the confirmation to the effect that the farmer must notify the manager immediately if terms in confirmation are not as agreed. After considerable discussion it was decided that the farmer must deliver the exact number of bushels agreed upon. If his crop falls short or overruns he must settle for balance at market price day of delivery. The form of "Confirmation of Purchase" was adopted for general use.

The Board of Directors announced that Jacksonville had been chosen as the meeting place for next year.

THURSDAY MORNING SESSION.

At the Thursday morning session Pres. Wallbaum put before the convention the question of raising a fund for the expense of a traveling secretary. Great enthusiasm was soon worked up and \$575 was subscribed in a short time.

The following report of the Comite on Resolutions was read and adopted:

RESOLUTIONS.

COUNTY EXPERIMENTAL FARMS.

RESOLVED, That we extend the thanks of this association to our Representatives in Congress for their liberal appropriations for the development of County Experimental farms throughout our State and respectfully request continued appropriations to further this work.

SCARCITY OF CARS; RECIPROCAL DEMURRAGE.

WHEREAS, During the past ninety days the several railroad companies within the State of Illinois have not furnished a reasonable supply of empty cars for the shipment of grain, and

Whereas, It is a well established fact that the corn crop is moved largely during the months of January, February and March of each year, and in view of the fact the Railroad people should have made the

necessary provisions to take care of the heavy movement of corn during this period, and

Whereas, It is evident that the Railroad companies are discriminating against the grain shipping interests and in favor of other interests in permitting the loading of cars with other merchandise, which should be made available for grain loading, and

Whereas, The failure on the part of the Railroad people to furnish the necessary cars for the movement of grain is undoubtedly due

First, to the deplorable condition of their motive power.

Second, to the large percentage of bad order cars unfit for grain or other merchandise loading, and

Third, to the insufficient supply of suitable box cars for the handling of grain; therefore, be it

RESOLVED, That we the members of the Farmers Grain Dealers' Association of Illinois, assembled in Champaign this 12th day of March, A. D. 1912, do hereby demand that immediate steps be taken by the several railroad companies within the state to relieve the situation. Be it further

RESOLVED, That the Sec'y of this Ass'n is hereby directed to mail a copy of these resolutions to Secretary Nagel of the Bureau of Com. & Labor, Washington, D. C., and also to the proper officials of the several Railroad companies operating within this State, also to furnish a copy of same to the Chairman of the Railroad & Warehouse Commission, and be it further

RESOLVED, That to secure permanent relief from the losses and embarrassment to grain shippers from perennial car scarcity we pledge our Ass'n to renew our demands for a state and national reciprocal demurrage law, a law fair to both shipper and carrier, and having due regard for the rights of both parties and the interests of the public.

REMOVAL OF STANDARDIZATION LABORATORY.

WHEREAS, The grain Standardization Laboratory under the direction of the U. S. Government at Decatur is favorably located for the benefit of the grain growers and shippers of Illinois, and

Whereas, The results of this work have proven satisfactory to the grain interests, and the methods of sampling and testing grain are educating our farmers in the need of taking better care of their grain and of raising the standard of grain for the market, and

Whereas, A movement is on foot to remove the aforesaid station to St. Louis, and

Whereas, This change will work a great injury to the grain interests of the corn belt of the State, and

Whereas, Decatur has been accorded terminal privileges and is a grain market of growing importance to the grain shippers of Illinois and located half way between Chicago and St. Louis is the most desirable point in the state for the Government work in behalf of the standardization of grain grades; therefore, be it

Resolved, By this Ass'n that our Illinois Congressmen be asked to use their influence to have the aforesaid Laboratory remain at Decatur.

Adjourned *sine die*.

CONVENTION NOTES.

Decatur sent H. I. Baldwin.

E. E. Buxton was present from Memphis.

Cincinnati was represented by E. A. Fitzgerald.

R. S. Nelson represented the Kennedy Car Liners.

Ralph Hasenwinkle was in attendance from Bloomington.

Oscar C. White, of P. H. Schiffin & Co., gave out lead pencils.

St. Louis sent R. F. Scott, of Picker & Beardsley Commission Co.; J. L. Wright; E. C. King.

S. W. Strong, of Urbana, Sec'y Illinois G. D. Ass'n, came around to shake hands with visiting friends.

From Indianapolis were T. E. Samuel, Fred Winders, of Basset Grain Co.; C. A. Pricer, of The Mutual Grain Co.

A local comite of the Champaign Chamber of Commerce, wearing badges, "Ask Me, I Live Here," were on hand at all times to furnish accommodations to visiting delegates.

Representatives from Jacksonville and Ottawa gave out ribbons bearing the names of their respective cities. These were the only cities pulling for next year's convention.

Pres. Wallbaum announced that reports on percentage of corn in farmers' hands varied from 15% to 55%, the wide difference being due to the greater scarcity of cars on some railroads than on others.

A six-burner Brown-Duvel Moisture Tester was on display at Beardsley Hotel by Robt. C. Mill and C. A. Russell of the U. S. Grain Standardization Laboratory at Decatur, Ill. Tests were being made continually, and both managers and farmers showed much interest.

The Grain Dealers National Fire Ins. Co. registered the names of all those in attendance and furnished each with a badge bearing the wearer's name and address. The registration was in charge of C. A. McCotter, C. B. Sinix, B. J. Alley and Miss Mooney, who reported the attendance—425.

Chicago was represented by J. M. Adam, of Rosenbaum Bros.; Bert Ball, of Crop Improvement Comite; B. K. Black; Geo. S. Dole and H. R. Sawyer, of J. H. Dole & Co.; L. F. Gates, of Lamson Bros. & Co.; Ed. Hasenwinkle, of J. Rosenbaum Grain Co.; J. H. Hamilton; J. A. Jamieson, of Nash-Wright Grain Co.; Edw. A. Praeger; Harry Stamburg and Wm. Simons and Dean L. Moberley, of Sawers Grain Co.; Wm. Stickney and C. A. Cooley, John E. Brennan; C. H. Thayer, of C. H. Thayer & Co.; Fred Stevers, R. J. Sullivan, S. H. Greeley.

A simple method of testing seed corn was demonstrated by Bert Ball, Sec'y of the Crop Improvement Comite. Take a piece of any kind of cloth about a yard long and ten inches wide. Mark off twelve 3-in. squares down the middle of the cloth and number these squares in order from 1 to 12. Select twelve of your seed ears, and number them consecutively from 1 to 12 by tacking a numbered slip of paper on the butt end of each ear. Carefully remove 6 to 10 kernels from each ear and place them on the numbered squares corresponding to the numbers on the ears. Dampen the cloth thoroughly, fold the sides of the cloth and roll it up with a little damp sawdust to retain the moisture. Place the roll in a bucket or box of damp sawdust, or sand, and keep the temperature at about 70 degrees for 5 or 6 days, which is ample time for the germination test. Every grain dealer should show the farmers how to make this test.

MANAGERS present were: J. E. Abbot, Cissna Park; J. A. Atchison, Galesburg; F. H. Barnes, Kings; M. S. Bettz, Cerro Gordo; H. A. Bonger, Ottawa; W. P. Cavanagh, Kempton; V. B. Cuit, Findlay; J. J. Donnelly, Toluca; Ira Franklin, Arcola; Chas. Graff, Hopedale; J. A. Henebry, Morris; D. Hoeden, Hinkley; R. L. Horner, Cooksville; F. B. Hougham, Lotis; Oscar Jacobs, Yorkville; Roy H. Jones, Monticello; T. D. Karnes, Fairbury; B. J. Kaufman, Eureka; F. J. Koerner, Putnam; F. W. McLaughlin, Philadelphia; R. W. Leetch, Colfax; Geo. H. Lotterville, Martinton; E. S. Lyons, Colfax; J. A. McCreery, Mason City; T. H. Maddox, Chatham; John Miller, Galva; John Naftziger, Anchor; C. H. Nall, Prentice; W. G. Nelson, El Paso; F. L. Neal, Arlington; J. L. O'Neill, Triumph; V. J. Olson, Bishop Hill; J. W. Overacker, Danforth; C. A. Pricer, Mahomet; S. C. Shaw, Tallula; Jesse Simpson, Danvers; E. E. Stephenson, Ransom; F. W. Stout, Ashkum; A. N. Steinhart, Ran-

som; Chas. Taylor, New Berlin; A. G. Walls, Jacksonville; Arthur J. Wendel, La Moille; M. M. Wright, Dorans; F. J. Zimmerman, Mt. Auburn.

SOME RELATIONS OF GRAIN Dealers to Agriculture.

[From an address by J. H. Miller, Director College Extension, Kansas State Agricultural College.]

Out in Kansas we live largely in the present and live so intensely that our visions of the future seldom include more than the four walls of our home, family and business. We are in such mad haste that we think far too little of tendencies in human thought, business or agriculture. We have accepted this great, rich empire of ours as tho it were perfect and would always remain perfect. There is danger ahead of us and I count it a great privilege to ask cooperation in helping to meet some of the agricultural problems confronting us.

Our census returns for 1910 and 1900 show in very many states and in hundreds of counties an alarming decrease in our rural population and show at the same time a marked increase in our town population; a distinct increase in size of farms and a decrease in practically every state of the yield per bushel of all grains. This would be an alarming situation if people would only stop long enough to see it in its right lights and in its tendencies.

The other day I selected eighteen counties of Kansas representing different soil and climatic conditions without knowing exactly what the wheat yield had been nor how the record was being maintained. Upon a study of the state crop reports, however, I found that seventeen of these eighteen counties had shown very marked decrease in the average yield of wheat from 1900 to 1910. Only one of the eighteen counties had the same average in 1910 that it had in 1900—fourteen bushels per acre. In 1902 and in 1907, however, that county had an average yield of seven bushels of wheat per acre, less than the average cost of producing, harvesting and marketing.

These are the records notwithstanding the fact that the farmers of Kansas are reading more agricultural literature and studying methods of farming more than ever before; notwithstanding the fact that the Agricultural College is spending a good many thousand dollars every year to bring to the attention of the farmers the importance of better agriculture. This does not mean that what has been done in this direction should not be continued, but it does mean that we must spend a good deal more money and exert far greater effort, and we must have cooperation of more organizations.

We have continued to delude ourselves with the idea that Kansas is the greatest wheat state in the world. We have bragged about it so much and our real estate men have used so many isolated facts and so much imagination that we, ourselves, have been made forgetful of the fact that the present methods of farming are wasteful and ruinous. The growing of wheat the last twenty years has not yielded to the average farmer in Western Kansas even teamster's wages let alone the interest on his investment. There is need today of more active cooperation of grain men, not only in the greater annual yield but in the building up of the soil that is the basis of permanent prosperity. There is need of cooperation in many ways, whether we know it or not, whether we believe in it or not.

The idea of cooperation in business is developing in this country with wonderful rapidity. In the most prosperous countries in Europe it has practically taken possession of the agricultural business. May I suggest a few of the lines of cooperation?

Why should not every grain dealer become a careful student of the science of agriculture, a student of soils? Why should he not personally investigate the work of every good farmer in this territory and carry the ideas of one good farmer to others not so successful?

Why should he not become an authority and gain the respect of those whose business it is to grow wheat in order that they may grow the right kind and deliver it in the right condition in order that he may market it in the right place and for the right purpose and at the right price?

Why should not every grain dealer become a milling expert by careful study of the milling business in order that he may know just what the wheat in his territory will do in the mill?

The Agricultural College maintains a department of milling industry with a most capable man in charge and his services are offered free for all kinds of instruction when it is so desired, relative to the handling of wheat for the right kind of product.

The permanent prosperity of Kansas is going to depend more upon our live stock interests than upon anything else. You ask how that has anything to do with your business. Unless we grow more livestock we cannot maintain our soil fertility; unless we maintain the fertility of our soil you cannot get grain to ship and you might as well begin to close up half the elevators.

The study of the agricultural history of European and Asiatic countries will be a revelation to any thoughtful man. Every country that has persisted in being a cropping country, whether nation, state or province, has shown a decrease in prosperity as the decrease in fertility became more apparent. China with its hundreds of millions of people subsisting for centuries mainly on one crop, and that a soil robbing crop, is but to be compared to Denmark, that maintains the largest population per square mile in Europe, and with probably the greatest degree of individual prosperity of any country in the world.

We want your help in discouraging the shipping out of corn and alfalfa hay. The farmers should be urged to feed that corn and hay to cattle and other stock and then the wheat that we grow should be shipped and milled in Kansas mills in order that the by-product—bran and shorts, containing a large proportion of the elements of fertility taken from the soil may be shipped back to the farm at the least possible expense, fed out to the stock and ultimately returned to the land whence it came.

We want your cooperation in our farmers' meetings, farmers' institutes, we want you to attend and we want you to urge farmers to attend, we want you to make such a study of wheat growing and soil fertility as to become an authority recognized by the farmers of your neighborhood as worthy of being recognized as an authority. We want you to be the first to come forward with prizes for boys and men for a big yield of wheat and corn.

The grain dealers of North Dakota and Minneapolis and the bankers and millers of North Dakota have undertaken the greatest piece of agricultural work ever undertaken by a commercial organization. They have subscribed \$100,000 for a five-year campaign among the farmers of North Dakota for better farming.

The business men's organizations and the farmers' institutes of DeKalb county, Illinois, has recently pledged a sum of \$10,000 for three years and have employed an expert from the Agricultural College to become "Soils and Crops Advisor" for that county.

Alabama has a farm advisor for every county, and the province of Ontario, Canada, one of the most progressive states in the world, now employs sixteen farm advisors and will add four each year until there is one for each county.

Why should not this organization get behind a movement in Kansas, a great campaign for changing our low standard of wheat production from fourteen bushels to thirty; our low standard of corn production from twenty-two to forty bushels per acre?

The prosperity of Kansas depends upon a square deal all around. The farmer must give his land, his soil, a square deal; he must give those who handle his produce a square deal; he must give the merchants a square deal, and you who buy his produce must give him a square deal, yea, more than a square deal because your opportunities of knowing the wider markets of the world give you an unfair advantage if you don't give him a little of what you have learned. In other words, why not take the producer a little more into your confidence and become not only his agent, but his friend and his advisor.

Standard grades of grain will be established by the government, wheat grades being ready by July and corn grades by October. The U. S. Dept. of Agri. will supervise the work but this does not mean federal inspection.—E. H. Culver, chief grain inspector, Toledo.

Potash sufficient to supply all demands in the U. S. for 30 years, has been discovered by scientists in Searles' lake in the Mohave desert in California. It is estimated that the deposit will amount to at least 4,000,000 tons and may run up to 10,000,000 tons. Its chief value lies in the fact that it is in readily available commercial form which is not true of much of the potash existing in many places in the U. S.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The grain com'te of the Board of Trade was recently notified by the Rock Island Ry. that switching charges on hay and grain to and from competitive points would be abolished. The com'te at its next meeting will make a formal request to the railroads entering Little Rock that hay tracks and platforms be erected for the benefit of the trade of the city.

CALIFORNIA.

Long Beach, Calif.—I certainly was glad to receive the Journal and read your report of the Washington Conference. The result was most satisfactory.—H. S. Grimes of Portsmouth, O.

CANADA.

Moose Jaw, Sask.—The 35,000-bu. elvtr. of the Western Elvtr. Co. burned recently.

Fort William, Ont.—The Canadian Pacific Ry. has let the contract for the 2,000,000-bus. concrete addition to Elvtr. D., to the Barnett & McQueen Co.

Winnipeg, Man.—A deficit of \$63,000 on the operation of the provincial grain elvtr. system is shown by the 1911 budget of Manitoba, submitted March 12 in the legislature of that province.

Winnipeg, Man.—The Dominion gov't grain inspection dep't shows that from Sept. 1, 1911, to Jan. 31, 1912, Winnipeg inspectors handled 91,483 cars of grain compared with 59,177 for the same period of last year, which shows an increase of 32,306 cars or 54%.

Port Arthur, Ont.—Extensions to the C. P. R. elvtrs. here will be made which will increase their capacity to 24,000,000 bus. The Barnett & McQueen Co. has the contracts and will start construction about May 1. Elvtr. capacity here has been at a premium for many months and even the sending of grain to American ports has not relieved the congestion.

Winnipeg, Man.—A representative com'te, to have control over the new grain act, has been appointed by the Canadian Minister of Trade and Commerce. This com'te will represent the related interests in the grain trade, such as farmers, grain men, elvtr. men, millers and railroads. The men appointed are Frank Gibbs, Chief Grain Inspector for Canada; C. C. Castle, Dominion Warehouse Commissioner, Winnipeg, and W. D. Staples, of Macdonald, Man.

Port Arthur, Ont.—The statement that the Horn Elvtr. Co. is now operating the only grain drying plant on the Canadian side is a mistake. At Port Arthur, Fort William and Montreal are large Hess Driers operated by the Canadian Northern, Grand Trunk and the Montreal Harbor Commissioners, respectively. These machines are available for Canadian wheat, as are the seven driers at Duluth and Superior, where the wheat is arriving in bond to be dried.—Hess Warming & Ventilating Co.

Winnipeg, Man.—Under a new provision of the Manitoba Grain Act a shipper may call for a car out of his turn if the grain he has for shipment is damp, mixed with ice or snow, or otherwise in poor condition. To be given a car out of his turn a shipper must make a statutory declaration to Commissioner Castle at Winnipeg that the grain awaiting shipment is in poor condition and he must state in specific form exactly what is the matter with it. The Can. Pac. will supply all such cars out of turn as instructed by the warehouse commissioner.

Toronto, Ont.—Unanimous condemnation of the new grain act of the Dominion of Canada government has been expressed by the grain section of the Toronto Board of Trade. A deputation of three members will be sent to wait on a com'te of the Senate for the purpose of making a formal protest. Objections to the bill are that lowering the standard of No. 3 Manitoba barley would make the grade unmarketable as malting barley, that terminal elevators are allowed to charge one cent per day until grain is loaded on boats or cars, thereby placing a heavy burden on shippers, and that all wheat, oats and barley described as sound are not required to be free from frost.

COLORADO.

Gill, Colo.—We have just started in business.—J. E. Lynn, mgr. Gill Grain Co.

Rocky Ford, Colo.—C. E. Keenan and W. H. Hess will install an alfalfa mill here with a capacity of 10 tons of meal per day.

IDAHO.

Pocatello, Ida.—Parties looking for a location to enter the grain business might do well to consider Pocatello. Last year under very adverse conditions about 90,000 bus. of wheat was marketed at nearby stations owing to the fact that there is no elvtr. here.—B. W. Colburn, Sec'y Pocatello Commercial Club.

ILLINOIS.

Ottawa, Ill.—H. J. Miller has installed a Western Sheller.

Fairbury, Ill.—We expect to build a new office at our elvtr.—J. T. Cox.

Decatur, Ill.—The Decatur Cereal Co., whose elvtr. burned, is out of business.

Stonington, Ill.—We will install a gravity loader in our elvtr.—B. F. Jostes & Co.

Lane, Ill.—Boyce & East have installed a No. 33 Western Gyrating Cleaner in their elvtr.

Decatur, Ill.—The Allen Grain & Elvtr. Co., whose house burned last fall, is out of business.

Decatur, Ill.—O. H. Cannon & Co., who suspended business some time ago, have not yet resumed.

Somonauk, Ill.—We will build a new office at our elvtr.—Edward Rompf, Mgr. Farmers Elvtr. Co.

Peoria, Ill.—W. C. White and H. R. Boyd have been admitted to membership in the Board of Trade.

Stanford, Ill.—We will erect coal sheds at our elvtr. this spring.—W. H. Springer, mgr. Stanford Grain Co.

Shirland, Ill.—Brittan Jewett has bot from W. S. Zahm the land adjoining his recently purchased elvtr.

Lyndon, Ill.—Ralph Overly and Ralph Allen have bot the elvtr. formerly owned by William Shaw for \$7,000.

Akron sta., Edelstein p. o., Ill.—Arthur Parks has been appointed mgr. of the elvtr. of S. C. Bartlett Co.

New Douglas, Ill.—A tornado which swept southern Illinois Mar. 19 wrecked the elvtr. of H. Prange & Son.

Annawan, Ill.—James Moon has been elected pres. of the recently organized Farmers Grain & Supply Co.

Urbana, Ill.—John Reichard, who owns a 15,000-bu. elvtr. here, has bot S. W. Love's elvtr., 25,000 bus., at this point.

Edwardsville, Ill.—Wm. F. Poos will sell his interest in the firm of E. J. Jeffress & Co. and retire from active business.

Eldred, Ill.—C. H. Borman will build an elvtr.

Rio, Ill.—Rio Grain Co., incorporated; capital stock, \$7,000; incorporators, Frank Mead, Arthur J. Edgar, Arthur Robertson.

Gibson City, Ill.—We may install an electric motor in our elvtr. this spring.—S. Ayresman, mgr. Drummer Farmers Elvtr. Co.

Buncombe, Ill.—Robert Alsbrook of Vienna, and his brother, Oscar, of Burnside, have bot the mill and elvtr. of J. B. Suit.

Atlanta, Ill.—Atlanta Grain Co., incorporated; capital stock, \$5,000; incorporators, Samuel Iddings, J. F. Adams, J. R. Michaels.

Assumption, Ill.—The Assumption Grain Co. is installing a Western Sheller and Cleaner in its new elvtr. W. H. Wenholtz has the contract.

Lane, Ill.—Hendrix Bros. took possession Mar. 1 of the elvtr. they recently purchased here, which was formerly owned by H. C. Spainhour.

Ransom, Ill.—The directors of the Farmers Elvtr. Co. have raised the salary of Mr. Steinhart to \$150 per month. Mr. Studley, the helper, gets \$70.

East Lynn, Ill.—We will remodel our old elvtr. this spring and erect an office to take the place of the one recently burned.—J. A. Mouch & Co.

Clifton, Ill.—F. W. Meents, mgr. for M. R. Meents & Sons, will return on Apr. 12 from Florida, where he has been taking a vacation.—F. E. Babcock.

Mulberry Grove, Ill.—A tornado wrecked our office Mar. 19. The rest of our plant escaped without damage.—W. A. Elam, mgr. Valier & Spies Mfg. Co.

Ridgway, Ill.—We will build a 40,000-bu. elvtr., which will be operated with gasoline or crude oil. The contract has not yet been closed.—Devous & Hish.

Ottawa, Ill.—We are thinking of putting in new distributors and deepening the dumps in our elvtr. this spring.—H. A. Bongor, mgr. Farmers Elvtr. Co.

Mazon, Ill.—The Mazon Farmers Grain Co. has increased its capital stock from \$15,000 to \$22,000 and will buy or build elvtrs. at Gorman and Booth sta.

Rutland, Ill.—The Rutland Farmers Grain & Supply Co. has incorporated for \$10,000 instead of for only \$2,000, as incorrectly reported by the newspapers.

Woodstock, Ill.—H. H. Bossard has admitted E. W. Meyer into partnership in his grain business and the firm will henceforth be known as Bossard & Meyer.

Alvin, Ill.—Farmers in this vicinity have organized a co-operative company, capital stock \$7,000, and will build an elvtr. with complete modern equipment.—C. C. White.

Malden, Ill.—I have succeeded A. M. Mallonee as mgr. of the Malden Elvtr. Co. Mr. Mallonee will remain here and engage in another line of business.—H. F. Hurst.

Nevada, Ill.—The Alton Grain Co. is having its elvtr. remodeled. A new stand of elvtrs., with a capacity of 2,000-bu. an hour, a steel boot and a new engine are being installed.

Watseka, Ill.—The Watseka Farmers Grain Co. will build a 40,000-bu. elvtr. on the site of the old one. The structure will have a concrete basement, and a 6,000-bu. corn crib in connection.

New Windsor, Ill.—Rivoli Grain Co., incorporated; capital stock, \$10,000; incorporators, W. R. Tracy, F. W. Streeter, T. L. Plunkett. The company will lease the elvtr. of J. H. Dole & Co.

Mason City, Ill.—The Farmers Grain & Coal Co. will make improvements and repairs on its plant this spring and may erect a branch elvtr. on the new Northwestern Ry. when that line is put thru.

Peoria, Ill.—A call market may be established. In expectation of a favorable vote by the Board of Trade a com'te composed of N. R. Moore, J. H. Ridge and Louis Mueller has been named to frame a set of rules.

Chesterville, Ill.—Dare & Layton have installed a No. 15 U. S. Corn and Oats Cleaner, made by B. S. Constant Co.

Cairo, Ill.—A. E. Rust has been appointed chairman of the grain com'te of the Board of Trade for the ensuing year.

Joliet, Ill.—The Joliet Grain Co. has let a contract to the Burrell Eng. & Constr. Co. for a 20,000-bu. cribbed elvtr., iron-clad, to have a concrete basement and foundation, with General Electric Motors, Bowsher Feed Mill and a manlift.

Philadelphia, Ill.—We will install a new Western Gyating Re-cleaner of large capacity and a Western Manlift about Apr. 1. We will also build a new approach, new floor in driveway and make other repairs.—The Philadelphia Farmers Elvtr. Co.

Peoria, Ill.—Final arrangements were made by Lee G. Metcalf, pres. and S. W. Strong, sec'y. of the Illinois Grain Dealers Ass'n, with the Jefferson Hotel, Peoria, for the holding of the 19th annual convention of the ass'n, June 11 and 12.

Standard sta., Taft p. o., Ill.—Farmers have organized a company and will erect an elvtr. to deal in grain, feed and other merchandise. Those interested are F. A. Mudge, Fred Sucher, E. J. Olson and Fred Haszler.—Bonges & Hatten, Cedar Point, Ill.

Churchill sta., Peru p. o., Ill.—The Churchill Elvtr. Co. incorporated; capital stock, \$2,000; incorporators, Frank Holler, Alfred Pottinger and Brown Munro. The company has bot the elvtr. of the Illinois Granaries Co. Mr. Keutzer is in charge.—T. M.

Glover sta., St. Joseph p. o., Ill.—The C. E. & I. traction system has been holding 200 cars of grain at this point because they can not get cars into which to transfer the grain. They will not allow their cars to leave their own tracks.—W. I. Foote.

Champaign, Ill.—The brokerage firm of C. E. Johnson & Co. is composed of C. E. Johnson and W. H. Barnes, with Mr. Johnson as manager. These gentlemen also buy grain for their own account under the name Enterprise Grain Co., with Mr. Barnes as manager.

Eldena, Ill.—We will overhaul the elvtr. formerly owned by J. Mostollar and expect to have it in good running order in time to handle the new crop. We will then have a capacity of 25,000 bus. We recently handled 38 cars in one month.—Fred Glessner Estate, per Leroy C. Glessner.

Moisture testers are being installed at all inspection points in Illinois by the State Grain Inspection Dep't in compliance with the ruling of the State Railroad and Warehouse Commission, which requires the inspectors to have the machines in operation as soon after Mar. 11 as possible.

Peoria, Ill.—Receipts of grain at Peoria during February included 71,000 bus. of wheat, 2,496,383 of corn, 530,875 of oats, 196,800 of barley and 29,700 bus. of rye; compared with 52,000 bus. of wheat, 1,662,400 of corn, 361,400 of oats, 222,000 of barley and 44,000 bus. of rye received in February, 1911. Shipments for the month included 59,000 bus. of wheat, 1,688,592 of corn, 772,877 of oats, 63,643 of barley and 13,592 bus. of rye; against 32,667 bus. of wheat, 1,478,580 of corn, 463,890 of oats, 114,067 of barley and 3,657 bus. of rye shipped in February, 1911.—Jno. R. Lofgren, sec'y Board of Trade.

Representatives from more than 100 organizations in Illinois that are interested in the good roads movement met at Chicago Mar. 12 to outline plans for improving the road improvement during the summer. In addition to members of the Illinois legislature, mayors of twenty Illinois cities, county commissioners and engineers, there were experts from surrounding states to offer advice relative to the best methods of financing and building highways. The cities represented included, Mendota, De Kalb, Geneseo, Rock Island, Moline, Ottawa, Elgin, Aurora, Peoria, Cairo, La Salle, Lincoln, Quincy, Rockford, Sycamore and Belvidere.

Catlin, Ill.—R. K. Byerly has let the contract to the Burrell Eng. & Constr. Co. for a 30,000-bu. cribbed elvtr. to be located on the Wabash Ry. and to be equipped with steam power, a Western Sheller, a Corn-wall Cleaner and a manlift.

Peoria, Ill.—An agreement whereby the official scale inspector of the Illinois Grain Dealers Ass'n was appointed inspector of scales used or controlled by members of the Peoria Board of Trade was entered into Mar. 15 at a meeting of the Scale Com'te of the Illinois Grain Dealers Ass'n and the Com'te of Weights and Measures of the Peoria Board of Trade. It is that that this arrangement will work for the welfare of both parties as the Ass'n will receive the support and business of the Board, and shippers will feel more confidence if they know that an expert is in charge of the scales of the Peoria Board.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n, Urbana, Ill.

Under an Oakland, Ill., date line we read a statement on page 363 of the Mar. 10 Journal from L. J. Kaiser stating his suit with us; but he does not state the facts. We bot 20,000 bus. No. 3 white oats or better from him in 1910. He overbilled every car. We took his oats at contract price until he had invoiced enough to fill the sale, then we refused to take any more, as we had every reason to believe we had taken the 20,000 bus. of oats and he had drawn for that amount. He knew he had overbilled them and overdrawn. Nevertheless he just kept billing oats to us and when they were in, just settled with us as he pleased. By his overbilling and overdrawing we lost \$249.45. Where the suit was tried we had no show, and we did not lose because we had no case.—Finch-McComb & Co., Indianapolis, Ind.

Peoria, Ill.—Pres. C. H. Feltman of the Peoria Board of Trade has appointed as executive com'te to have general charge of all arrangements for the 19th annual convention of the Illinois Grain Dealers' Ass'n. to be held here June 11th and 12th, the following members of the Peoria Board of Trade: Louis Mueller, chairman, L. H. Murray, F. B. Arnold, J. A. Spears, D. D. Hall. The remaining com'tes are: Entertainment: T. A. Grier, chairman; J. H. Ridge, Grant Miles, H. H. Dewey, G. A. Clark, R. H. Hammel, G. H. McHugh, T. J. Pursley and L. C. Emerson. Finance: T. G. Jacobs, chairman; John Thode, N. R. Moore and J. S. Bocock. Press: T. C. Harker, chairman; E. S. McClure, J. M. Van Nuys and F. L. Wood. Headquarters will be at the Jefferson Hotel, and the convention proper will be held on the mezzanine floor. An elaborate program has been planned by the local grain dealers.

CHICAGO NOTES.

CHICAGO CALLER: C. E. Nichols, Lowell, Ind.

George H. Sidwell, one of the oldest members of the Board of Trade, suffered a sad bereavement Mar. 23 in the sudden death of his wife, Julia A. Sidwell.

The Illinois state grain inspection dep't will change its headquarters to the seventh floor of the new Insurance Exchange Bldg. during the last week in April.

"Dave" Harris of the corn pit was warmly congratulated recently by fellow traders on the arrival of a baby boy at his North Shore home. While busy in the pit Mr. Harris was notified by 'phone of the happy event and could not conceal his excitement. Despite his 52 years he retains all the enthusiasm of youth.

A plan to change the present system of wheat deliveries is being discussed among members of the Board of Trade, and Pres. Frank M. Bunch has been empowered by the directors to appoint a com'te to investigate the merits of the proposed new method. It is suggested that instead of trading simply in May or July wheat, a distinction be made between the different grades, No. 1 Northern, No. 2 red, or No. 2 hard. Under the proposed plan the trade would be in May No. 1 Northern, May No. 2 red, or May No. 2 hard, the kind of wheat to be delivered being specified at the time the trade is made.

New members recently admitted to membership in the Chicago Board of Trade are Sidney S. Christolm, Anton A. Wolff and Lowder T. Layton. Application for membership in the Board of Trade has been made by James M. Crighton, James A. Meyers and Rene A. de Russey. The following Board of Trade memberships have been posted for transfer: David Wormser, Nelson De Goyler.

The run of hay to this market has shown no signs of a let-up as yet, but prices hold very firm on all grades of sound hay, both timothy and prairie. Less hay is being loaded now than for some time, and supplies here should show a decrease as soon as the accumulation on the road is cleaned up. Do not look for any break in prices for some time, as the outside demand will take care of any surplus stock we might have here.—W. R. Mumford & Co.

A change in the closing hour of the Board of Trade from 1:15 p. m. to 2 p. m. is being agitated by the private wire houses. These firms now keep their offices and wires open until 2 p. m. on account of the New York Stock Exchange not closing until that hour; and if the Board of Trade were kept open they could very easily handle any additional business during the 45 minutes. It is argued that country customers find it difficult to telegraph orders during the hour before the present closing time of the Board, on account of some country telegraph offices being closed during the noon hour. At an informal dinner at the Union League Club recently members of leading brokerage firms appointed com'tes to take action.

The following changes in switching charges on the Belt Ry. have been announced to members of the Board of Trade in Bulletin No. 164, issued by W. M. Hopkins, mgr. of the Transportation Dep't.: From connecting lines to industries, effective Mar. 4 on state and Apr. 4 on interstate shipments, \$3 per car of any weight; from industries to connecting lines, Mar. 4 to 20, inclusive, on state and Apr. 4 to 20, inclusive, on interstate shipments, 1c, minimum weight 60,000 lbs.; effective Mar. 21 on state and Apr. 21 on interstate shipments, \$5 per car, minimum weight 60,000 lbs., plus 17c per net ton for excess over 60,000 lbs. The per diem charge assessed where a foreign car was used on shipments from industries on the Belt Ry. to other industries in the Chicago switching district has been canceled.

The Williams Grain Co. was the victim of an attempted safe robbery by a gang of yegmen on the morning of Mar. 18. Nothing was taken, altho the safe and office were completely wrecked by the explosion, which was so loud as to be plainly heard thruout that portion of the city. The police believe that one of the cracksmen was severely injured by the explosion, since bits of human flesh, bones and blood, as well as a portion of a trouser leg were found in the ruins. The explosion was so terrific that the doors of the safe were blown across the room, the cement lining was reduced to bits, the cash drawers shivered to splinters and the desk in front of the safe transformed into a mass of kindling wood. Letters, papers and books were torn to shreds, every pane of glass in the entire building was shattered, a telephone booth in an opposite corner of the room was knocked down and smashed. The door across the office from the safe was broken from its hinges. Only a small sum of money and about \$10 in stamps were contained in the safe.

INDIANA.

Decker, Ind.—J. J. Seibel is planning to erect a grain elvtr.

Garrett, Ind.—The Garrett City Coal Co. will build a grain elvtr.

Topeka, Ind.—I have sold my elvtr. to Stiefel & Levy Ft. Wayne.—H. H. Troxel.

Wingate, Ind.—The Crabbs-Reynolds-Taylor Co.'s elvtr. burned on the night of Mar. 8, destroying several thousand bus. of corn and oats. Loss, \$15,000 to \$20,000; covered by insurance.

Elwood, Ind.—Sheridan H. Clyde has bot the flour mill and elvtr. formerly owned by Kidwell & Good.

Uniondale, Ind.—Carl Underhill will succeed Lee Markley as mgr. of the elvtr. of Miller & Brickley.

Mt. Vernon, Ind.—The Equity Grain & Commission Co. will build \$10,000 elvtr. near the L. & N. depot here.

Grammer, Ind.—The Blish Mlg. Co., of Seymour, will erect a 20,000-bu. elvtr. at this point. J. A. Horn has the contract.

Azalia, Ind.—The Blish Mlg. Co., of Seymour, has contracted with J. A. Horn for the erection of a 20,000-bu. elvtr. at this point.

South Whitley, Ind.—The Farmers Elvtr. Co., incorporated; capital stock, \$6,000; incorporators, Lewis Mishler, K. H. Hoard and Frank Hoffman.

Indianapolis, Ind.—The Merchants Hay & Grain Co., incorporated; capital stock, \$10,000; directors, L. Hitzelberger, H. M. Rudeaux and others.

Sullivan, Ind.—J. P. Allen has succeeded the Allen-Welton Grain Co., buying Mr. Welton's interest in elvtrs. at New Lebanon and Merom sta.

Baldwin, Ind.—The Baldwin Grain, Produce & Supply Co., incorporated; capital stock, \$10,000; incorporators, L. Ray, S. Row and J. B. Shehan.

Avilla, Ind.—The grain elvtr. of Steifel & Levy, which has been located at the B. & O. junction for twenty years, will be moved to a point just south of the G. R. & I. depot as soon as the weather moderates.

Bluffton, Ind.—I have sold my elvtr. at Bluffton to Stutsman & Reinhardt, of Hamlet, who will conduct it under that name. I shall retain my office in Bluffton and conduct my elvtrs. at outside stations. —C. F. Davison.

Swayzee, Ind.—The Swayzee Mlg. Co. has bot our mill, elvtr. and coal yard and will handle flour, feed, grain, seeds, hay, straw and coal. The parties composing the new firm are J. C. F. Martin and son, Mr. Nabor of North Manchester and Mr. Martin of Lafontaine, a nephew of the first party. They are all experienced in the grain business. —Niccum Mlg. Co. John A. Rice made the sale, which amounted to \$12,000.

Terhune, Ind.—I sold my elvtr. Mar. 14 to John W. McCardle of Indianapolis, for \$15,000. Mr. McCardle was formerly in the grain business for many years in New Richmond and now owns an elvtr. at Mel-lott. Clyde McCardle, his son, will be in charge and will reside in Terhune. He will take possession Apr. 1. The sale was made thru John A. Rice. —Chas. A. Ashpaugh.

Columbia City, Ind. — The Vandalia Elvtr., owned by O. J. Crowell, burned to the ground Mar. 13. The fire started at 8 a. m. in the engine room thru an explosion of gasoline which had been ignited by an employe to melt some ice out of a pan. When the man saw that the blaze was getting beyond his control he threw a bucket of water on it, which of course made it all the worse. The firemen saved a string of box cars on a siding. Mr. Crowell estimates that he had stored in the destroyed elvtr. 1,000 bus. of wheat, valued at \$980; 1,000 bus. of oats, valued at \$500; 30 bus. of red clover seed, valued at \$420; 400 bus. of rye, valued at \$360, and \$350 worth of alsike, making a total of \$2,610. The building was valued at \$4,500, making a total loss of \$7,110, and against this he carried \$3,000 insurance, making his actual loss \$4,110. The insurance was carried in the Norwich Union \$1,000, Commercial Union \$1,000 and the Hartford 1,000. Mr. Crowell says he will rebuild the elvtr. at once, and has notified the Vandalia Railroad Company that he will retain his lease on the property on which the building stood. He expects to invest \$5,000 in his new elvtr., and will put up a modern structure in every respect. He secured control of the burned elvtr. just three weeks ago, when he traded a farm.

Talbot, Ind.—Kelly & Betts have installed a No. 33 Western Gyating Cleaner.

Boyleston, Ind.—Clifton, Cohee & Co. are remodeling their elvtr. and installing a complete machinery equipment including manlift, clutches and one stand of elvtrs. purchased from the Union Iron Works.

The Erie Ry. will run an alfalfa lecture train over its lines in Indiana Mar. 27, 28 and 29. On this train will be several noted agricultural experts, who will be prepared to tell the farmers of the Hoosier state how they can successfully raise the great western forage plant on their own farms. The train will run from Preble to Crownpoint.

IOWA.

Moscow, Ia.—B. F. Greiner has bot the elvtr. of C. H. Hain.

Ely, Ia.—Kroub & Broulik have bot the elvtr. of Fiala Bros.

State Center, Ia.—I. L. Patton & Sons will install a moisture tester.

Marsh, Ia.—C. V. Kiger is the new mgr. of the Marsh Farmers Elvtr. Co.

Templeton, Ia.—We will build a new brick office in the spring. —Chas. Dozler Grain Co.

Minburn, Ia.—Wright & McWhinney, of Bagley, have bot the house of the Des Moines Elvtr. Co.

Royal, Ia.—George Parden, of Ellsworth, Minn., will succeed Fred Roberts as mgr. of the Farmers Grain Co.

Jessup, Ia.—C. A. Emerson has let the contract to the Newell Construction Co. for an up-to-date grain elvtr.

Steamboat Rock, Ia.—Morris Gladstone has sold his business here and will take charge of his elvtr. at Burdette.

Stanhope, Ia.—The Farmers Elvtr. Co. is installing new transmission. The Younglove Constr. Co. has the contract to install and remodel.

Osage, Ia.—We have built an elvtr. 5 miles northeast of Osage on the C. G. W. Ry. —J. M. Jacoby, mgr. the Farmers Co-operative Co.

Conroy, Ia.—New machinery is being installed in the recently built elvtr. of the Hilton Lbr. & Grain Co., by the Newell Construction Co.

Ledyard, Ia.—Farmers here have taken shares in a company that proposes to buy out the Wheeler Grain Co. and conduct a co-operative elvtr.

Roberts sta., Ft. Dodge p. o., Ia.—The Farmers Grain Co. has bot land adjoining its property here and will increase the capacity of the elvtr.

Des Moines, Ia.—Since Mar. 1 I have represented the Corn Products Co. in Iowa, and shall send out all the company's bids from this point. —Chas. A. Tower.

Davenport, Ia.—D. Rothschild Grain Co. has won its suit against Henry Mumm for \$60, which the company advanced him in January, 1910, to cover advance sales of grain.

Woodbine, Ia.—H. B. Kling has sold his interest in the lumber and grain firm of Mathews & Kling to Clifford Mathews, who has been mgr. for several years. Mr. Kling will retire from business.

Ames, Ia.—About 12 of every 100 kernels of seed corn planted in Iowa the average season are dead and 23 more are weak. Only about 65 of every 100 kernels are strong. —M. L. Mosher, Ext. Dep't Ia. State College.

Mount Pleasant, Ia.—A. D. Hayes & Co. are installing a complete line of Western machinery in its new elvtr., including a sheller and cleaner purchased from the Union Iron Works. The Burrell Eng. & Constr. Co. has the contract.

Robinson sta., Coggon p. o., Ia.—The Robinson Lbr. & Grain Co. will build an elvtr. at this point, which is a new town. The company is capitalized for \$20,000 and was incorporated by C. A. Swindell, W. B. Robinson and others. A. T. Robinson is gen. mgr. and treas.

Toledo, Ia.—A. E. Child has succeeded Geo. O'Conner as mgr. of the Farmers Elvtr. Co.

Dunlap, Ia.—We have built an elvtr. of 12,000-bu. capacity, which will be ready for business as soon as the ground thaws sufficiently to permit us to do a little grading. It is situated on the C. & N.-W. Ry. —W. A. Davie, Mgr. Farmers Co-operative Lbr. & Grain Co.

Moulton, Ia.—Friends of A. C. Croft will send a monster petition to the Governor in hope of getting him pardoned. By so doing they will encourage other men to break the laws and ignore the rights of property owners. Arson is a penitentiary offence. Keep it in that class.

Brooks, Ia.—The Farmers Elvtr. Co. is suing F. J. Parkhurst and J. M. Hasty on a breach of contract charge. The company alleges that Hasty, acting as Parkhurst's agent, failed to deliver as agreed 5,000 bus. of corn for \$900, and asks additional damages amounting to \$200 because of a rise in the price of grain.

Des Moines, Ia.—Gov. B. F. Carroll recently made a significant statement bearing on the seed corn problem: "I think I shall recommend to the next session of the general assembly that provisions be made whereby we can have one or more men whose business it shall be to investigate thoroughly the conditions of the corn and other grain thruout the state as to its germinating qualities. I believe a little money spent in this way would be well spent, and that by such an investigation we may know in what parts of the state the seed is defective and in what parts it is good, and can then advise the people in a more intelligent way than we are able to do at present."

Sewal, Ia.—The new elvtr. being built by Milton Liggett, the construction of which has been delayed by the weather, is now practically completed. The house is 24x24x28 feet to the eaves, with cupola 10x24x20, fully iron-clad, with a composition roof. The power house is 14x22x10 and iron-clad, with a composition roof and contains a 15 h-p gasoline engine. The basement is roomy, with a good light and a drain leading from the bottom to a railroad sewer. Here is also a U. S. Cylinder Sheller and a Constant Drag from the dump to the sheller and elvtr. boot. There is a line shaft on direct drive from the engine and rope transmission from the line shaft to the countershaft in the cupola from which Invincible Corn and Wheat Cleaners and elvtrs. are driven. A Constant Manlift runs from the work-floor to the Texas. An 18-in. Nordyke & Marmon Burr is located on the work floor. In addition the house is equipped with barrels of water on each floor ready for use in case of fire. The house is neat in appearance and equipped to handle any kind of grain. —R.

KANSAS.

Columbus, Kan.—Stauffer & Commack will erect an elvtr.

Cunningham, Kan.—Farmers Grain & Elvtr. Co., incorporated; capital stock, \$5,000.

Rossville, Kan.—J. C. Bradley has installed a No. 14 Western Warehouse Sheller.

Albert, Kan.—H. R. Arnold has succeeded the Rock Grain Co. at this place. —J. F. Reimer.

Kimbal, Kan.—R. A. Braik, of Erie, has completed an elvtr. here to take the place of the one burned last fall.

Brenner, Kan.—H. F. Hess will build an addition to his elvtr. and install a sheller and some new machinery.

Fort Scott, Kan.—O. S. Webb of Claremore, Okla., has bot an interest in the Fort Scott Grain & Implement Co.

Hutchinson, Kan. — The McCullough Grain Co. will open a branch office about May 1. John Holmes, who for the past two years has been mgr. of the Farmers Grain & L. S. Co. at Lewis, will be in charge.

Wright, Kan.—W. P. Kleson, mgr. of the Farmers Elevator Co. at Great Bend, has resigned and will erect an elevator here.

Formosa, Kan.—J. Jacobson will remodel his elevator, this spring and add new automatic scales and cleaning machinery.

Lawrence, Kan.—The Kreeck Grain Co. has purchased a No. 24 Western Pitless Sheller and a No. 34 Western Gyrating Cleaner.

Barnes, Kan.—W. R. Popkess, formerly of Powhattan, has bought our elevator at Barnes and took possession Mar. 1.—W. D. Kuhn, of Holton.

Clay Center, Kan.—L. P. Schrader has bought of Mrs. Thompson the grain and feed business of her father, the late M. G. Patterson.

Ford, Kan.—John Emrie has bought the elevator of J. Pinney & Son. Ralph Pinney, formerly of Macksville, will assist him in operating it.

Wichita, Kan.—W. H. Hastings, who was formerly associated with the Thompson Grain Co., is now connected with the Wagner Grain Co.

Ozawie, Kan.—We have succeeded B. C. Ragan & Sons and will erect a 10,000-bu. elevator as soon as the weather will permit.—Ragan Bros.

Lewis, Kan.—John Holmes, mgr. of the Farmers Co-operative Ass'n has resigned to become mgr. of the branch office of the McCullough Grain Co. to be established at Hutchinson.

Coffeyville, Kan.—We have sold our Coffeyville elevator to F. F. Fogle of Iowa. He will operate under the name of the Fogle Grain Co.—The Kemper Grain Co., Kansas City.

Wichita, Kan.—Dissatisfaction because the state grain inspection dept. is withholding the salaries of the local deputy inspector and his assistants has resulted in the resignation of one of the assistants. Members of the Wichita Board of Trade have condemned the conduct of the dept. and object to supplying funds on the general deficiency unless employees in the Wichita dept. receive regular payment.

Wichita, Kan.—Wichita millers, who are planning to erect a million-bu. terminal elevator, may buy the elevator and grounds of the Nevling Elevator Co. on the north side as a site for the large structure. This location is admirable, as it is on the terminal tracks and has complete railroad service with little switching expense attached. W. R. Watson, L. R. Hurd and C. V. Topping are a committee investigating the proposition.

Manhattan, Kan.—Kan. State Agri. College is collecting information on the wheat crop this year thru a list of questions being submitted to farmers in the newspapers and agricultural periodicals. L. A. Fitz, of the Dept. of Milling Industry, is in charge, and will be glad to receive information of wheat being grown for seed, in time to inspect the crop after heading out and before harvest to give the seed official approval.

Stockton, Kan.—It is true that the Farmers Elevator had an overplus of 535 bus. of wheat on the 16th day of January, 1912. To the uninitiated it is probably difficult to see where this wheat comes from; but there has never been a load of wheat sold at an elevator in Stockton where the scales were not broke on 10 pounds both on the load and on the empty wagon. This made a steal of 20 pounds on every load of wheat. From the first of June to the 16th of January the Farmers Union Elevator handled 81,677 bus. of wheat. Divide this by 50 bus. will give 1,633 loads or 3,266 drafts of 10 pounds each, making 544 bus. of wheat to the good. Our board of directors never had occasion to take up this matter until the manager tendered his resignation, but the farmer who sells his crop next season to the Farmers Union Elevator will get 3,100 lbs. for his load if he has it instead of 3,080 lbs. This practice in the Union Elevator will cease when the next crop begins to move. The elevators throughout the state follow the practice of break-

ing the scales on 10 pounds both ways. They never fail to get 20 lbs. on a load. The line elevator has gotten the excess; but the farmer is none the wiser.—J. J. Griebel, pres. of the Farmers Union. This attempt by the president of the Farmers Union to bolster up a bad case by accusing all others of taking grain will be condemned by both the farmers co-operative companies and regular dealers in other towns, who know it is not a practice to deduct any amount from the weight of the farmer's load. So far as the evidence goes this practice was peculiar to this house alone, which stands convicted by its own records.

Andale, Kan.—The Andale Grain Co. has let the contract to the Central Construction Co., which also designed the plans, for the erection of a reinforced concrete elevator of 15,000 bus. capacity, 30x35 ft. and 30 ft. high to the square. The house is absolutely fireproof, there being no wood in it whatever. There are two stands of elevators with steel boot, steel legging and steel heads. A 500 bu. hopper scale is located under the work floor. A 10-h.p. gasoline engine will furnish the power, a four ton wagon scale will be used, and a No. 177 Eureka double receiving separator is located on the working floor. A Weller manlift will be used. The house is absolutely modern and up to date in every respect.

KENTUCKY.

Lexington, Ky.—We have decided to build a 100,000-bu. elevator.—Elmendorf Coal & Feed Yards.

Louisville, Ky.—The Kentucky Public Elevator Co. has filed an amendment increasing its capital stock from \$150,000 to \$200,000.

Louisville, Ky.—We have secured judgment against the Hawthorne Grain Co., of Bloomington, Ill., for \$80, in a suit caused by breach of contract. The Hawthorne Grain Co. refused positively to arbitrate the case.—A. C. Schuff & Co.

Hopkinson, Ky.—John B. Galbreath, former sec'y and treas. of the defunct Acme Mills & Elevator Co. was recently tried in the Circuit Court on an indictment charging him with knowingly receiving a dividend when the mill was insolvent, but the jury disagreed. R. H. Detreville, pres. of the same concern was convicted in the last term of court for irregularities in the management of the property.

LOUISIANA.

Lake Charles, La.—G. F. Roy has been appointed to succeed W. P. Dubard as grain inspector for this district.

St. Bernard, La.—The St. Bernard Hay & Grain Co., incorporated; capital stock, \$3,000; W. E. Gillis is the chief stockholder.

Receipts of grain at New Orleans during February included 19,000 bus. of wheat, 842,000 of corn and 152,000 of oats; compared with 5,000 bus. of wheat, 1,782,000 of corn and 110,000 of oats received in February, 1911. Shipments for the month included 58,625 bus. of wheat, 983,559 of corn and 4,319 of oats; compared with 1,965 bus. of wheat, 1,366,648 of corn and 5,993 of oats, shipped in February, 1911.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Annapolis, Md.—A bill providing that any companies operating a bucket-shop in Maryland shall be punishable by a fine of not more than \$1,000 and its officers deemed guilty of a felony, was introduced by request, Mar. 13, by Delegate Scott of the city delegation.

Baltimore, Md.—Geo. T. Gambrill, over 70 years of age and at one time a large grain operator on this market, was recently convicted in the criminal court on the charge of obtaining \$5,000 under false pretenses. A motion for a new trial was made and sentence suspended pending the outcome.

Baltimore, Md.—The Chamber of Commerce is making an active fight against a higher scale of telephone rates which the Chesapeake & Potomac Telephone Co. are endeavoring to put into effect. The phone company also intend to discontinue unlimited service. A committee from the Chamber headed by Traffic Mgr. Herbert Sheridan appeared before the Legislature Mar. 12, laying the matter before them.

MICHIGAN.

Prescott, Mich.—Jos. Sparling of Mesocota, is now mgr. of the Prescott Elevator.

The Michigan Bean Jobbers Ass'n has decided to offer \$500 in prizes for the best 5 acre field of beans grown in 1914.

Jamestown, Mich.—J. Vand Der Zwaaz has bought the general store of Henry Van Noord who will however, continue to operate his elevator.

Hastings, Mich.—Luke Waters has taken over the elevator, which he and the late Fred Barlow conducted under the firm name of F. H. Barlow & Co.

Ithaca, Mich.—The Farmers Co-operative Elevator Co. is being organized here. A mass meeting was held Mar. 16, and plans for capitalizing the company at \$25,000 were discussed.

Ionia, Mich.—A mass meeting was recently held by the Ionia County Gleaners and a committee appointed to see what could be done toward raising \$15,000 for a country clearing house and elevator.

Jackson, Mich.—Work is progressing on the square concrete bins which are to form the addition to the plant of the Eldred Mill Co., and they will be completed in time to handle this year's crop. The first story will be used as a working floor and ware house.

Sparta, Mich.—The Sparta Grain Co. has let the contract for a 10,000-bu. iron-clad, cribbed grain and bean elevator with concrete foundation and basement, equipped with manlift and operated by electric power, to the Burrell Eng. & Constr. Co. The elevator will be built on the Pere Marquette road.

Receipts of grain at Detroit during February included 298,422 bus. of wheat, 406,556 of corn, 245,933 of oats, 44,052 of barley and 10,435 bus. of rye; compared with 98,125 bus. of wheat, 533,911 of corn, 154,207 of oats, 80,851 of barley and 12,105 bus. of rye received in February, 1911. Shipments for the month included 43,597 bus. of wheat, 360,006 of corn, 49,842 of oats, no barley and 3,106 bus. of rye; compared with 8,237 bus. of wheat, 318,703 of corn, 6,407 of oats, no barley and 19,350 bus. of rye, shipped in February, 1911.—F. W. Waring, sec'y Board of Trade.

Detroit, Mich.—At the annual election of the Board of Trade, the following officers were elected for 1912-13: Arthur S. Dumont, pres.; Harry B. Simmons, first vice-pres.; Fred W. Blinn, second vice-pres.; F. Wm. Lichtenberg, Henry M. Hobart, Frank T. Caughey, Herman F. Zink, Clifford R. Huston, George Beck, William H. Hart and Kenneth P. Kimball, directors; David Stott, Charles M. Carran, Fred J. Simmons, Robert Henkel, Alex J. Ellair, Frederick G. Emmons, Robert L. Hughes, Thomas G. Craig, Frank B. Northwood and Henry E. Botsford, committee of arbitration; H. Andrew Beaubien, George L. Fleitz, Denny O. Wiley, Theodore M. Swift, William J. Orr, Edward Wiggle, Charles Clarke, Alfred Easter and Henry M. Mok, committee of appeals; F. F. Caughey, H. B. Simmons, F. W. Blinn, A. J. Ellair, H. M. Hobart, A. S. Dumont and F. W. Lichtenberg, Inspection Committee. The re-appointments were: F. W. Harrison, chief grain inspector; Wm. Recher, deputy inspector and myself, sec'y and treas.—Frank W. Waring, sec'y.

MINNESOTA.

Prior Lake, Minn.—James Costello, formerly of Centralia, Wash., has opened the elevator and feed store of the late Michael C. Costello.

Kasota, Minn.—Edward Vernon has opened and will operate the elvtr. of the Sage Bros. Grain Co.

Erdahl, Minn.—C. A. Bergren and others are interested in the organization of a farmers elvtr. company here.

Karlstad, Minn.—A meeting will be held at this station Mar. 26, for the purpose of organizing a farmers co-operative elvtr. company.

Atwater, Minn.—The elvtr. of the Northwestern Elvtr. Co. containing 9,000 bus. of grain, burned Mar. 13, causing a loss of \$14,000, insured.

Greenbush, Minn.—The Commercial Club of this city is making arrangements for the establishment of a flax mill to cost \$75,000 and employ 40 men.

Morgan, Minn.—Jno. Welters, Lars Benson, Henry Seding and N. P. Nielson have been elected as directors of the shipping ass'n now being formed by farmers of this vicinity.

Milan, Minn.—A car load of grain shipped to Quinn-Shepherdson Co. Minneapolis, by the Farmers Elvtr. Co. was damaged by fire in the Minneapolis freight yards Mar. 1.

Winger, Minn.—Winger Farmers Elvtr. Co., incorporated; capital stock, \$12,000; incorporators, Peter Erickson, T. J. Haugen, S. O. Huckee, P. Gambo, H. Anderson, Peter Krogstad and H. S. Aasen.

Dotson sta., Springfield p. o., Minn.—The farmers of Dotson have organized a grain and stock shipping ass'n and will incorporate. They expect to build an elvtr. soon.—J. H. Kuntz, Springfield, Minn.

Clinton, Minn.—The loss on the elvtr. of Dan Sherman, which burned Mar. 2, will amount to \$4,000, including the building, feed mill, gasoline engine and 2,000 bus. of grain, 1,500 bus. being seed barley; insurance \$2,400.

Perham, Minn.—The recently organized company that will take over the two elvtrs. mill, brewery and 1,000 acres of land of the late Peter Schroeder, will be capitalized at \$100,000. The Pederson Mercantile Co. of Moorehead, is said to be interested in the matter.

Duluth, Minn.—The officials of the American Mlg. Co. have discovered that wholesale thefts of grain have been going on at their plant for some time. They estimate that at least 10,000 lbs. have been stolen within the month. Detectives are investigating the matter.

Hitterdal, Minn.—The elvtr. bot by the Solum Bros. was not the elvtr. of the Gt. Western Elvtr. Co., as reported in this column Mar. 10, but the elvtr. of the Grain Producers Elvtr. Co. which they have been operating under lease for some time.—H. V. Anderson, agt. Gt. Western Grain Co.

Sauk Center, Minn.—The Lee & Gingery Co. has increased its capital stock from \$50,000 to \$100,000. The officers and directors of the company which will build and buy elvtrs. and lumber yards thruout Minn. and N. D., are: M. W. Lee, pres.; L. W. Gingery, sec'y and mgr.; C. M. Sprague, W. O. P. Hillsdale and J. A. Caughram.

Lansing, Minn.—The officers of the recently organized Farmers Elvtr. Co., of which I am president, are S. H. Vaughn, vice-pres.; F. B. Carll, sec'y. We will build a 20,000-bu. elvtr. as soon as possible.—Jos. Reinartz. The company has leased the elvtr. of the Hunting Elvtr. Co. for one year at a rental of \$300, with the privilege of keeping it for 5 years. Possession will be given July 1.

Hartland, Minn.—The following officers of the recently organized Farmers Elvtr. Co. were elected Mar. 1: B. N. Anderson, pres.; J. F. Sheehan, treas.; P. H. Donovan, sec'y; P. N. Peterson, Con Sullivan, P. Miller and Ole Opsal, directors. They have decided to capitalize the company at \$15,000 and will buy or build an up-to-date elvtr., a com'te of three being appointed to look into the matter and report at the next meeting when the matter will be definitely decided.

Easton, Minn.—Garrett Hassing has moved his elvtr. off of the railroad right of way.—J. Whalen, agt. C. M. & St. P. Ry.

Stanton, Minn.—Thirty stockholders of the Farmers Elvtr. Co. petitioned the district court Mar. 6, thru Attorney O'Brien of St. Paul, to appoint a receiver for the company and to order the discontinuance of the business. Fully as many stockholders objected to the appointment of a receiver and desired to continue the business. The court allowed them 20 days in which to file their objections and to state their reasons why the corporation should not be dissolved. The case will be heard May 1.

Le Sueur Center, Minn.—Henry R. Bertuleit of Minneapolis, former sec'y of the Dakota Cereal Co., which went into bankruptcy a year ago, and Charles C. Rieger, an employee of the cereal company at that time, are charged with stealing \$30,000 worth of grain from the company's elvtr., an indictment charging them with grand larceny having been returned by the grand jury in April, 1910. They were only recently taken into custody at Minneapolis.

Receipts of grain at Duluth during February included 2,085,765 bus. of wheat, no corn, 990,061 of oats, 40,577 of barley and 21,885 bus. of rye; compared with 1,207,789 bus. of wheat, 510,266 of corn, 153,843 of oats, 27,735 of barley and 7,629 of rye received in February, 1911. Shipments for the month included 138,242 bus. of wheat, 1,886 of corn, 65,319 of oats, 28,034 of barley and 9,613 of rye; compared with 99,672 bus. of wheat, 51 bus. of corn, 34,105 of oats, 228,217 of barley and 1,059 bus. of rye shipped in February, 1911. Chas. E. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

The Northwestern Elvtr. Co. has filed a certificate of renewal of charter for a period of 30 years.

The Cargill Commission Co., incorporated; capital stock, \$100,000; incorporators J. H. McMillan, E. S. Moores and J. B. Cooper.

Pres. Marfield has been empowered by the directors of the Chamber of Commerce to appoint three delegates to attend the convention of business men, called by Pres. Taft in Washington, April 15.

James C. Andrews, chairman of the grain and milling com'te of the Minneapolis Traffic Ass'n, has been elected pres. of the ass'n. H. P. Gallaher, B. H. Woodworth, H. H. King, J. L. McCaull, E. C. Warner, J. R. Martin and John G. McHugh compose the com'te of which Mr. Andrews is chairman.

Wm. C. Stinson, pres. and treas. of the Stinson-Tenney Co. died suddenly, March 15, of heart trouble. Mr. Stinson was 60 years old and has been prominent in the grain business in this city for the last 25 years. He is survived by a wife, one son and two daughters. The Stinson-Tenney Co. will continue business under the present name.

More than a million bushels of Canadian barley have been received at this market in the last five weeks or are in transit and the collection of 30c a bu. import duty on such as paid duty, has swelled the customs receipts for February, the total receipts being \$154,496.51, compared with \$61,790.92 for February, 1911, and \$96,684.16 in the same month of the preceding year.

Frank A. Pierce, long a prominent member of the Chamber of Commerce, died suddenly March 13, in the prayer meeting room of the First Baptist church in St. Paul. Apoplexy is given as the cause of death. Mr. Pierce was 52 years old and was a member of the grain commission firm of Pierce Bros. which was dissolved five years ago when his brother moved to California, Mr. Pierce continuing the business alone. He is survived by his wife, one son and two daughters. The business of the firm will be temporarily conducted by H. J. Clements, who has been appointed a special administrator by the court.

MISSOURI.

Hawk Point, Mo.—We have bot the elvtr. of the Wm. Pollock Mill & Elvtr. Co.—W. A. Coker & Son.

Chillicothe, Mo.—The Scruby Bros. Grain & Imp. Co. has installed a No. 24 Western Pitless Sheller in its elvtr.

Bellflower, Mo.—We have sold our elvtr. at this station to Wm. McCullough & Son.—W. A. Coker & Son, Hawk Point, Mo.

Cassville, Mo.—A granary of Dr. G. D. Quinn of Golden, containing 800 bus. of corn burned March 9, causing a loss of \$500. About 300 bus. of corn were saved.

Levasy, Mo.—Julius Welter and myself have bot the Levasy Missouri Elvtr. owned by Louis Welpman and will operate under the name of the Levasy Elvtr. Co.—T. J. Stoenner.

Barnett, Mo.—A 15,000-bu. elvtr. will be erected by the recently incorporated Barnett Elvtr. Co. The incorporators are W. T. Miller, W. A. Houston, E. A. Williams, J. B. Ronton and C. L. Hatler.

Princeton, Mo.—The Farmers Elvtr. & Supply Co. with a paid up capital stock of \$50,000, will succeed the Rome H. Hickman Grain Co., the officers being Rome H. Hickman, pres., H. Hickman, treas., C. E. Hickman, sec'y, and myself gen. mgr. The new company will build a line of modern elvtrs. and will commence work at once on four of them to be built at Princeton, Mercer, Newton and Harris, Mo.—G. F. M. Bradbury, gen. mgr.

KANSAS CITY LETTER.

The new mixed feed plant of the Mammoth Mlg. Co. is now in operation.

Frank F. Chalfant has transferred his membership in the Board of Trade to C. L. Carter of St. Louis.

Kansas City, Mo.—The Houston-Carpenter Grain Co. has been organized by J. E. Houston, formerly with the Benton Grain Co. and A. H. Carpenter of Fairview, Mo., to do a general cash and brokerage business. The new firm will be located in the Exchange building.

Kansas City, Mo.—The state railroad commissioners at a meeting March 12, voted a substantial increase in the salary of the men in the grain inspection, weigher and helpers depts. Seven grain inspectors here will receive \$125 a month instead of \$115, seven weighers \$100 instead of \$90 and the helpers \$80 to \$100 a month.

ST. LOUIS LETTER.

The Valier & Spies Mlg. Co. will erect a 200,000-bu. concrete elvtr. Work to begin at once.

Jno. C. Deibel, for 30 years a member of the grain trade in this city, died March 4 at the age of 50. Mr. Deibel's mother died very recently.

The report that a 2,000,000-bu. elvtr. is to be erected at this market is a joke. The present elvtrs. have sufficient capacity to care for all of the grain received.

Trade very quiet, demand for corn very light, both from Southeast and Southwest. Bad roads have caused light shipments and farmers said to be selling very little.—Geo. W. Powell of Powell & O'Rourke.

Southwestern business on corn temporarily shut off; this applies to Arkansas and Texas. Country doesn't seem to be selling much and demand is equally small.—Carl Langenberg of Langenberg Bros. & Co.

We have been shipping considerable kiln-dried corn and think there will be a good demand for that grade of corn thruout the South. They will be very slow when buying natural corn.—Marshall Hall, of W. L. Green Commission Co.

C. L. Wright has just returned from a trip in the corn belt of Illinois and reports that 80% of the corn and practically all of the oats has been moved, and also states that corn will go up 90c a bu. and that September wheat and corn will cross.—L. A. K.

Oats receipts are light and demand is purely local.—E. F. Daly Grain Co.

Marcus Bernheimer, pres. of the Merchants Exchange in 1891, and for 35 years an active member, died March 7, suddenly, at Port Gibson, Miss., the body being brot to this city for burial. The directors and all the former presidents of the Exchange attended the funeral March 11.

John Dower, supervisor of the dept. of weights of the Merchants Exchange, reports that there were received at St. Louis during February, 234 cars with leaking grain doors, 36 leaking over grain doors, 1,516 with leaking boxes, 80 leaking at end windows, 1,212 cars not sealed, 66 cars with end windows not sealed and 28 with end windows wide open.

The situation here on cash oats we regard as being very strong, stocks here are very light, being about 250,000 bus. in public and private elvtrs., and believe there will be a sufficient demand to take care of oats coming in and relatively at as high a price if not higher than other primary markets.—A. Samuels, of W. D. Orthwein Grain Co.

The hay market is very firm with an excellent demand for high grade timothy and clover, urgent demand for high grade clover and all kinds of alfalfa, especially the lower grades of alfalfa. Choice prairie hay is very scarce and receipts are practically nothing of this grade, excellent demand. We look for lighter receipts for some time to come.—J. S. McClellan.

The following were recently admitted to membership in the Merchants Exchange: G. A. Turner, Red Oak, Iowa; Wm. R. Faulkner, E. E. McConnell and F. S. Rutherford of St. Louis. Members resigning recently were H. W. Knehans, Jr., Castleman Coen, H. H. Squire and Adolph A. Meyer. The following certificates were recently purchased and cancelled by the directors, E. P. Hall, Wm. G. Boyd, Leo Moser, C. H. Corn, C. W. Mansur, Jno. M. Denne, Frank M. White, M. McFarlin, Chas. Roeder and Jerome B. Pendleton.—Eugene Smith, Sec'y.

MONTANA.

Miles City, Mont.—Prevna Land & Grain Co., incorporated; capital stock, \$50,000; incorporators, W. E. Holt and others.

Polson, Mont.—Jos. Cline of Concordia, Kan., will build an elvtr. and mill at this station. The Wolf Co. has the contract.

Cut Bank, Mont.—McCabe Bros. are equipping their elvtr. with new conveyors and other grain handling machinery and are remodeling the entire plant.

NEBRASKA.

Oakdale, Neb.—The Torpin Grain Co. will be re-incorporated under the name of the Oakdale Grain Co.

Stockham, Neb.—I am out of the grain business. The Updike Grain Co. is my successor.—F. F. Grosshans.

Herman, Neb.—Leo. Hugelman has succeeded Fred Robinson as agt. for the Holmquist Grain & Lbr. Co.—Crowell Lbr. & Grain Co.

Upland, Neb.—We are going to do some repairing and will install a manlift in our elvtr.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & Live Stock Co.

Dodge, Neb.—The Farmers Grain & Lbr. Co. has let the contract for a new elvtr. to be erected as soon as the weather permits, to the R. M. Van Ness Constr. Co.

Wallace, Neb.—Kinney & Walters, who bot the elvtr. of Mehlman & Walters, Feb. 24, paying \$3,000 for it, will not take possession until Aug. 1.—C. B. Millett, agt. Curtis Mills.

Hastings, Neb.—A meeting was recently called at this station by the state ass'n of farmers elvtr. companies, to discuss the questions of insurance, taxation, etc. About 50 delegates representing 20 farmers elvtr. companies in this vicinity were present. A similar meeting was held March 19 at Grand Island.

Omaha, Neb.—The Saunders-Westrand Elvtr. Co. has bot the elvtr. of the Middle West Elvtr. Co. at Council Bluffs, Ia., the firm going out of business. Chas. E. Niswonger has been retained by the new company as mgr.

Lincoln, Neb.—An amendment petition has been filed by J. S. Ewart in his suit for judgment against the Burlington R. R. Co., stating that he is a stockholder in the Shepherdson Grain Co. which shipped 211 grain sacks to E. C. Horst & Co. of Davenport, Ia. These sacks were delivered contrary to the shippers instructions to D. Rothschild and payment was never received for them. Judgment for \$479.82 is asked.

NEW ENGLAND.

Lowell, Mass.—The elvtr. of J. B. Cover Co. has been completed.

Dana, Mass.—Frank D. Stevens has bot the grain business of R. W. Stevens.

Canaan, Conn.—Ives & Peirce are installing a Richardson Automatic Scale in their elvtr.

Gardner, Mass.—W. N. Potter Grain Co., is defendant in a suit for damages brot by Eugene W. Seaver, a minor, who alleges that he was hurt while in the employ of the defendants when bags of salt fell upon him from a truck belonging to the company.

NEW YORK.

Oakfield, N. Y.—An elvtr. will be erected by Geo. W. Haxton & Son.

Buffalo, N. Y.—The house men in the Buffalo elvtrs. will receive an advance of 5% in wages for the next two years.

East Aurora, N. Y.—E. E. Godfrey has let the contract for a 30,000-bu. concrete elvtr. 36x80 ft., to replace the elvtr. burned Dec. 30, to the A. E. Baxter Eng. & Appraisal Co.

NORTH DAKOTA.

Sterling, N. D.—I have succeeded J. F. Munger as agt. for the Powers Elvtr. Co.—L. R. Whiting.

Cooperstown, N. D.—The Farmers Elvtr. Co. of Fairview, Hannaford p. o., will build a 40,000-bu. elvtr. at this station.

Agate, N. D.—I have resigned as agt. of the Northland Elvtr. Co. and am now located at Kimball, Minn.—Fred Meyer, Jr.

Hurdsfield, N. D.—The elvtr. of the Farmers Elvtr. Co., has been closed for the season.—Ed. A. Kruger, agt. Occident Elvtr. Co.

Grandin, N. D.—The Grandin Farmers Elvtr. Co. will build an up-to-date 50,000-bu. elvtr. The Younglove Constr. Co. has the contract.

Sentinel Butte, N. D.—The elvtr. of the Sentinel Butte Grain Co. has been closed for the season.—Geo. F. McCloskey, mgr. Billings Co. Merc. Co.

Garrison, N. D.—J. A. Reuter is no longer mgr. of the elvtr. of the Atlantic Elvtr. Co. It has been closed.—A. Koenig, mgr. Equity Farmers Elvtr. Co.

Maddock, N. D.—C. H. Ihlen, mgr. of the Farmers Elvtr. Co., recently took a vacation, visiting at Leeds.—E. Nelson, agt. Gt. Western Grain Co.

Cogswell, N. D.—I. W. Overton, mgr. of the Independent Elvtr. Co. has just returned from a six weeks' siege in the hospital and is again on duty.

Abercrombie, N. D.—The 40,000-bu. elvtr. and store of A. K. Tweto burned at 2 a. m., March 18. The buildings and contents were a total loss amounting to \$20,000.

Munich, N. D.—Farmers Elvtr. Co., incorporated; capital stock, \$20,000; incorporators, Walter Sandison, Jonathan Brown, Al. Heapy, Fred Lugar and Ben Talbert.

Rolla, N. D.—The elvtr. of J. P. Elliott burned Mar. 11, causing a loss of \$10,000. A lot of grain and the machinery were destroyed by the fire which was evidently of incendiary origin and which also damaged the elvtr. of the Imperial Elvtr. Co.

Mayville, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Federal Elvtr. Co.

Hoople, N. D.—The elvtr. of the National Elvtr. Co. was painted last fall but has not been open this season.—W. J. Dargan, agt. St. Anthony & Dakota Elvtr. Co.

Wahpeton, N. D.—Farmers Equity Elvtr. & Trading Co., incorporated; capital stock, \$10,000; incorporators C. Ness, Jos. A. Chezick, John Richels, H. E. Chezick and Dan Wright.

Beach, N. D.—The 100,000-bu. elvtr. of the Russell-Miller Mfg. Co. which burned Jan. 4, has been rebuilt and is now in operation. Electric motors and other up-to-date machinery have been installed.

Carson, N. D.—The 40,000-bu. elvtr. of the Occident Elvtr. Co., containing 9,000 bus. of grain, was burned at 5 a. m., March 6. The elvtr. and grain were a total loss, amounting to \$15,000; fully insured.

Monango, N. D.—P. Z. Mowery as guardian for Laura Fogel was awarded a judgment of \$4,500 Mar. 15, by a jury in the district court against Mrs. W. C. Caldwell, owner of the Caldwell elvtr. in which the child was terribly injured about a year ago, when she was caught on a revolving shaft, both legs being fractured and one arm drawn out of the socket. Little Laura was only 8 years old and while she can now walk around, she will always suffer as a result of the accident. Suit was brot for \$20,000 and it is probable that the case will now be appealed to the supreme court.

OHIO.

La Rue, O.—James King has bot the elvtr. of W. O. Risk.

Millbury, O.—A. McDougal has bot the elvtr. of C. L. Maddy Co.—Earl C. Bear.

Good Hope, O.—Geo. T. Moore will equip his elvtr. with a No. 34 Western Gyration Cleaner.

Clark sta., New Madison p. o., O.—We have succeeded Cook & Aukerman.—Aukerman Bros.

Bradford, O.—We have sold our elvtr. and coal yards to Ozro, Pugh & Bro.—Mote & Hawkins.

Ridgeway, O.—Geo. R. Ulrich of Upper Sandusky bot March 7, the elvtr. of the Brungard Co.

Eaton, O.—C. W. Conley has bot the elvtr. of the Cotterman Co. and will resell it to Clement White.

Columbus, O.—The Gwinn Mfg. Co. has let the contract for a 500,000-bu. elvtr. to the Barnett & Record Co.

The annual meeting of the Ohio Grain Dealers Ass'n will probably be held at Cedar Point, June 19 and 20.

Bradner, O.—C. H. Kortier has purchased the interest of M. L. Mericle in the elvtr. formerly operated by Mericle & Kortier.

Elery, Malinta p. o., O.—A farmers elvtr. company is being formed and will probably take over the elvtr. of F. G. Arps.

Cleveland, O.—The elvtr. and warehouse of the Moody & Thomas Mfg. Co. were recently burned, loss amounting to \$100,000.

New Hope, Campbellstown p. o., O.—Richards & Showalter, successors to Edwin Ozias, will build a 15,000-bu. elvtr. in the spring.

Middlepoint, O.—O. D. Manship, formerly of Ft. Wayne, Ind., has accepted the position of asst. mgr. of the Pollock Grain Co.—H. G. Pollock.

Wooster, O.—A 2-page leaflet entitled "The Seed Corn Situation," by C. G. Williams, has been issued as Circular No. 121 by the Ohio Agri. Ex. Sta.

Camden, O.—The Farmers Grain & Supply Co. will install a No. 24 Western Pitless Shelter and No. 33 Western Gyration Cleaner in its new elvtr.

Covington, O.—Plans for the new elvtr. of the J. B. Kindell & Co. include two stands of elvtrs., cleaners and hopper scales. The elvtr. will be covered with steel siding and have a slate roof. All bins will be hoppers.

Hicksville, O.—I am planning to move my elvtr. from railroad right of way to private ground, and do some extensive remodeling this spring.—Earl C. Bear.

LaRue, O.—Having sold my mill at Plain City, I have bot the elvtr. and hay barn of Otis Boyd at this station and will take possession April 1.—C. Bayman, Plain City.

Toledo, O.—Rosenbaum Bros. are operating a recently installed corn drier in their Chicago, Hamilton & Dayton Elvtr., having a capacity of 20,000 bus. per day.

Boneta, R. F. D., Sharon Center, O.—We have established a branch at this station to handle all kinds of grain.—J. H. Derr, mgr. M. E. Frazier Co., Sharon Center, O.

Akron, O.—Wilcox-Huffman Co., incorporated; capital stock, \$100,000; incorporators, C. L. Wilcox, W. H. Huffman, M. D. Faunce, E. A. Clemens and D. A. Shriber.

Hamler, O.—The Hamler Grain & Stock Co., incorporated to deal in grain, seed, agricultural products and livestock; capital stock \$15,000; incorporators, Jacob Brown, Fred Orthwein, Christ Schwiebert, Paul Peterson, Henry Kenzer and M. E. Collins.

Hicksville, O.—The partnership existing between Dr. E. J. Reed of Leipsic, and myself as the Reed-Bear Grain Co. for the last eight years has been dissolved. Dr. Reed having kindly quit-claimed his interest to me, I will continue the business as the sole owner thereof, under the name of the Bear Grain Co.—Earl C. Bear.

Toledo, O.—The contracts for the erection of the six steel and concrete grain tanks, which will give the East Side Iron Elvtr. Co. an increased capacity of 360,000 bus. or a total of 1,500,000 bus., in 23 tanks, have been let to Rabbitt & Son, who will do the concrete work, and Adam Loos, who will furnish the tanks. The working head house will be 105 ft. high and 14x22 ft. at the base.

Rushsylvania, O.—Lehrer & Sackett, owners of the White Oak Mlg. Co., have dissolved partnership, W. F. Sackett, retiring from the business. The transaction gives W. S. Lehrer the sole ownership of the White Oak Mill and the electric light plant, Mr. Sackett acquiring Mr. Lehrer's interest in the Horton Elvtr. Co. at Horton, West Mansfield p. o., O. Loyd Easton will continue to manage the elvtr.

A corn and alfalfa special train under the auspices of the Erie Ry. Co. and the College of Agri. of the Ohio State University, will leave Cleveland at 8:30 a. m. Apr. 3, for a three day trip, making 45 min. stops at 25 stations and closing at Kenton, O., at 3:45 p. m. Apr. 5. A. G. McCall, W. H. Darst, C. J. Grant and C. S. Wheeler of the College will lecture at the stations under the direction of A. B. Graham, supt. of the Agri. extension work.

CINCINNATI LETTER.

The new building for the Chamber of Commerce will be started at an early date. The site of the old building is very nearly clear.

The H. Weber Co., incorporated to deal in grain, hay, etc.; capital stock, \$20,000; incorporators Henry, Agnes and Harry J. Weber, Mary C. and Bernard Topmoeller.

J. W. Fisher of J. W. Fisher & Co., recently celebrated his 82d birthday. He is one of the oldest members of the Chamber of Commerce and has been identified with the grain and hay trade for the last 50 years.

The Cincinnati Freight Com'te at a meeting held March 5, adopted the recommendation of the com'te named to investigate the question of reclamation of grain doors, that all railroads should reclaim all grain doors instead of permitting them to remain in elvtrs. Figuring that grain doors cost on the average about 50 cents, it is estimated by freight traffic officials that each road operating in the Cincinnati zone will save about \$2,000 per year, or in the neighborhood of \$20,000 for the local initial lines. However, this will

not be a clear saving, as the inbound roads will pay for the doors used on cars that transport grain, and the outbound carriers will get the benefit of the ruling.

OKLAHOMA.

Fargo, Okla.—The Fargo Seed, Grain & Coal Co. is erecting a 10,000-bu. elvtr.

Bliss, Okla.—The elvtr. of D. J. Donahue will be remodeled this season.—J. R. Stitler.

PENNSYLVANIA.

Pittsburgh, Pa.—Chas. A. Washer, chief rate clerk of the Pittsburgh & Lake Erie R. R., has been selected by the railroad com'te of the Grain & Flour Exchange as traffic mgr. of the Exchange. The directors will pass on the selection in a few days.

PHILADELPHIA LETTER.

Theo. Hart & Bro., Wilmington, Del., R. Newton Brey, Philadelphia, and John S. Fisher, Quakertown, have been admitted to membership in the Commercial Exchange.

The embargo on grain from this port which has been in force at Liverpool, has been lifted by the action of one of the largest dealers of that city, directing that this port be given preference in the routing of grain and that hereafter all bids are to be based on Philadelphia inspection.

SOUTH DAKOTA.

Rockham, S. D.—The farmers Elvtr. Co. has bot the elvtr. of the Sleepy Eye Mlg. Co.

Lemmon, S. D.—The Western Grain Co. has been incorporated by E. J. Watson and others.

Canton, S. D.—The Mutual Grain Co. has been incorporated by C. A. Reynolds and J. A. Carpenter.

Fairfax, S. D.—The elvtr. of the Trans-Mississippi Grain Co. has been closed all winter.—Nye-Schneider-Fowler Co.

Chancellor, S. D.—I have bot the elvtr. of Stephen Pool and will continue the business.—E. J. Wipf, Bridgewater, S. D.

Marion Junction, S. D.—The Farmers Co-operative Ass'n has let the contract for a 25,000-bu. elvtr. to the Younglove Const. Co.

Viborg, S. D.—H. D. Nelson has bot the elvtr. owned by H. C. Christenson but leased by P. B. Hansen.—P. Dilley, agt. Duluth Elvtr. Co.

Sioux Falls, S. D.—W. Z. Sharp has bot a warehouse and coal shed on the Ill. Cent. tracks and will conduct a general flour, feed and coal business.

Alexandria, S. D.—The grain buyers here were not among the victims of Louie Hohn, who is charged with obtaining advances on wheat by false pretenses.—Fortunate.

Sioux Falls, S. D.—The elvtr. of Larkin & Metcalf, which is on ground belonging to the R. R. Co. that is needed for the new Milwaukee freight house, will have to be moved.

Vermillion, S. D.—Frank Erickson has succeeded Wm. Russell as bookkeeper of the Farmers Elvtr. Co. Mr. Russell is now with the Martins Mlg. Co. at Sioux City, Ia.—Albert L. Charrlin.

Burbank, S. D.—Roy Harter succeeded me as mgr. of the Burbank Farmers Elvtr. Co. when I went to work as auditor for M. King, whose headquarters are in Sioux City, Ia.—Albert L. Charrlin, Vermillion, S. D.

Emery, S. D.—Hofer & Mayer have bot the elvtr. of J. E. Carlon, bankrupt, and have opened it for business. Our company will be succeeded by Hofer & Triebwasser May 1, the partnership of Hofer and Terveen having been dissolved.—Hofer & Terveen.

SOUTHEAST.

Rome, Ga.—The Arrington Grain & Grocery Co. has bot the grain business of the Porter Co.

Concord, Ga.—G. E. Struckland may erect an elvtr. at this station.

Shaw, Miss.—The Shaw Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, A. B. Atkinson, Geo. H. Seevens, R. C. Dent and others.

Dublin, Ga.—I. Bashinski has offered to build an elvtr. at this station provided some of the citizens of the town invest an equal amount with him.

Richmond, Va.—The Phillips-Patterson Co., a new company, has been incorporated. Our market is especially in need of hay. The weather is like spring, and when our country roads are again in good condition, we expect a big improvement in business as we have had a most unusual winter.—B.

TENNESSEE.

Columbia, Tenn.—M. A. Green will rebuild his elvtr. and mill that recently burned.

Nashville, Tenn.—J. A. and O. L. Jones have transferred all the property belonging to them individually to the recently incorporated J. A. & O. L. Jones Mill & Elvtr. Co.

Memphis, Tenn.—We intend at present to build only a warehouse, 100x150 ft. on part of the old elvtr. site and will use it for our own business, without machinery of any kind.—E. C. Buchanan & Co.

TEXAS.

Houston, Tex.—We have severed all our interests with the grain trade.—The Mercantile Grain Co.

Lubbock, Tex.—The feed house of the Seitz Grain Co. was burned March 5. Loss \$1,400; insurance \$600.

Sweetwater, Tex.—C. D. Simpson has bot the interests of his partner, E. E. Wart, in the Orient Grain Co.

San Saba, Tex.—The San Saba Grain & Feed Co. has been elected to membership in the Texas Grain Dealers Ass'n.

Mercedes, Tex.—Valley Grain & Seed Co., incorporated; capital stock, \$15,000; incorporators, J. Winthrop Campbell, A. Hackler and C. L. Campbell.

Dallas, Tex.—The Lawther-Burgher Grain Co., incorporated; capital stock, \$25,000; incorporators, Jos. E. Lawther, W. L. Burgher, W. M. Galbraith and others.

Wharton, Tex.—The Peoples Oil & Cotton Co. has resigned from the Texas Grain Dealers Ass'n, having decided to discontinue the handling and shipping of grain.

Ballinger, Tex.—The M. D. Chastain Grain Co., having decided to discontinue the handling and shipping of grain, has resigned from the Texas Grain Dealers Ass'n.

WASHINGTON.

Centralia, Wash.—Sears Bros. & Rowswell have succeeded Carver & Sears, W. H. Carver having sold his interest to Benj. Sears and Thos. Rowswell.

WISCONSIN.

Belmont, Wis.—E. Donahue and Chas. Martens have bot the elvtr. of Simmons & Helms.

Marinette, Wis.—P. J. Linden has withdrawn from the elvtr. and grain business of Lyons Bros. & Co., and Lyons Bros. will have entire charge.

Cadott, Wis.—The Cadott Elvtr. Co. has temporarily suspended business pending a settlement between the partners, R. B. Cunningham and Wm. Smith.

Superior, Wis.—The stockholders of the American Mlg. Co. of Camden, N. J., recently re-elected the entire board of directors and voted to issue \$350,000 of first mortgage bonds, the proceeds to be used to retire the present mortgage of \$67,500 on the plant at this place and the balance for needed improvements, up-to-date machinery, etc.

Janesville, Wis.—The Jefferson Brewing Co. will probably build an elvtr. at this station this summer.

Biramwood, Wis.—I am now in charge of the elvtr. of H. E. McEachron Co. at this station.—Henry Stanke, formerly agt. for same company at Oconto Falls.

Fall Creek, Wis.—Plans for a 40,000-bu. concrete elvtr. are being drawn for Niebuhr & Son, who are contemplating the erection of a new elvtr.—L. L. Druley.

Mondovi, Wis.—The Mondovi Equity Exchange contemplates improvements in its elvtr. this summer, a new leg, boot, belt, etc., may be added.—L. L. Druley.

Portage, Wis.—I. W. York & Co. have let the contract for storage tanks of 50,000 bus. capacity to the Finton Constr. Co. Work to be commenced at an early date.

Baldwin, Wis.—The Equity Produce Co. will build and furnish an office for its mgr., Ed Heibink. The company has just finished covering its elvtr. with galvanized corrugated iron.—L. L. Druley.

Manitowoc, Wis.—P. J. Shea has recovered his health and is again in his position as mgr. and supt. of the Western Elvtr. Co. Peter Rugowski, his substitute while ill, will be retained as ass't mgr.

Superior, Wis.—The appointment of Ray J. Nye as a member of the Wisconsin Grain and Warehouse Commission by Gov. McGovern, is upheld by the Wisconsin supreme court which reverses the opinion of the lower court in the action brought by Henry A. Johnson whom Nye succeeded, to oust Nye from the Commission on the grounds that his appointment was invalid.

MILWAUKEE LETTER.

Geo. A. Schroeder has been re-appointed mgr. of the freight buro of the Chamber of Commerce.

Robert Nunnemacher, for many years in the milling business as a member of the Faist-Kraus Co., died Mar. 8, aged 58.

The Chamber of Commerce adopted all the amendments recommended by the directors as given in this column Mar. 10.

Membership dues in the Chamber of Commerce have been fixed at \$35 if paid on or before May 1, 1912, after that date they will be \$45, according to a decision of the directors at a recent meeting.

Wallace M. Bell, former pres. of the Chamber of Commerce and one of the best known grain men in the country, was operated upon at St. Mary's hospital Mar. 18, for appendicitis and gall stones. While his condition is serious he is reported to be resting comfortably with excellent prospects for recovery. Mr. Bell has been a director of the Chamber of Commerce for years and is very active in grain circles.

The caucus for the nomination of officers of the Chamber of Commerce, Mar. 16, resulted in the following nominations: Walter P. Bishop, pres.; first vice-pres., M. G. Rankin; second vice-pres., L. Ross Fyfe and P. P. Donahue; sec'y-treas., H. A. Plumb; directors, P. C. Kamm, H. H. Peterson, J. F. B. Buerger, H. W. Ladish, A. L. Johnstone, Walter Stern, Frank L. Farrell, J. F. Kern, W. J. Armstrong, C. W. Schneider and J. M. Riebs, Jr.; board of arbitration, Thomas M. Corcoran, C. B. Pierce, H. Jahns, Jr., C. F. Freeman, Fred Leu, W. E. Schroeder, E. H. Hiemke, Josef Mueller, M. H. Potter, Frank J. Coughlin, I. C. Lyman and G. W. Kruse; board of appeals, W. E. Mereness, Jr., Charles R. Lull, W. G. Kellogg, W. A. Hottensen, John V. Lauer, Andrew A. McCabe, Solomon Karger, W. C. Holstein and Albert R. Taylor. The regular election will be held Apr. 1.

The bulletin of the American Ry. Ass'n issued Mar. 22 shows an increase of 5,843 cars in the car shortage during the past two weeks, of which 2,075 were box and 3,576 coal cars. Compared with Mar. 13, 1911 there has been a decrease in surplus of 162,499 cars. The shortage seems general thruout the country.

LATE NEWS.

Midland, Tex.—J. M. Jemison has started a feed mill here.

Bloomington, Ill.—O'Neill & Gyles will move their office to the Livingston Bldg.

Kansas City, Mo.—The elvtr. of the Lansing-Harris Coal & Grain Co. was damaged by fire, Mar. 21, to the extent of \$5,000.

Straw, Mont.—We will build a 35,000-bu. elvtr. as an addition to our small plant.—C. W. Franks, buyer for The Farmers Elvtr. Co.

Glenwood, Minn.—The northern and western districts of the State Farmers Co-Operative Elvtr. Ass'n will hold a convention at the city hall Mar. 28.

Bloomington, Ill.—Ralph Hasenwinkle, of the Hasenwinkle Grain Co., has left for Hot Springs, Ark., on account of ill health, and is expected to return after a few weeks.

Louisville, Ky.—E. G. Duckwall & Co. believe that it will save time and labor, by operating its grain drier by gas instead of by steam and will make the change at an early date.

Applications for membership in the St. Louis Merchants Exchange have been made by Jno. H. Boogher, Hugh Wright and Henry C. Goebel. Arthur I. Foskett has posted his membership for sale.

Bloomington, Ill.—Chas. F. Scholer has purchased L. E. Slick's interest in the firm of P. D. Getty & Co. and headquarters of the firm will be moved from here to Farmer City, Ill. Mr. Scholer will be manager.

Longview, Tex.—The contract for the elvtr. and mill I will erect at this station has been let to the E. B. Hayes & Co. Nordyke & Marmon machinery will be installed together with a Muncie Engine.—H. B. Pitts, Marshall, Tex.

Craig, Mo.—The Farmers Elvtr. Co. has been organized with a reported capital stock of \$10,000, by Andy Haer, Geo. Vonderschmidt, W. J. Randall, J. S. Nauman, H. B. Lawrence, E. D. Painter and Arch Sharp, to build an elvtr.

Baltimore, Md.—Senate Bill No. 3, seeking to "appropriate money and regulate its expenditure for encouraging instruction in agriculture and maintaining extension dep'ts in state colleges of agriculture," now pending before Congress, has been endorsed by the directors of the Chamber of Commerce.

Philadelphia, Pa.—Two men recently drove up to the establishment of Dunwoody & Co. and carried away 65 bags of grain they had previously ordered over the phone in the name of a customer of the firm. The plan seemed so easy that they tried it again but the employees of the firm became suspicious and following them, caught them as they attempted to drive to Camden with the booty.

Buffalo, N. Y.—Fred L. McMullin, grain dealer, member of the Chamber of Commerce and one of the oldest members of the Board of Trade, with offices in the Chamber of Commerce bldg., died suddenly at 9 p. m., Mar. 19. Mr. McMullin had gone to the basement to fix the furnace fire and as he did not return at once, his daughter investigated and found him lying dead before the open furnace door. It was evident that he had suffered a stroke of heart failure and in falling sustained concussion of the brain. His wife, three daughters and one son survive him.

When April's sun reveals the wheat crop of your county almost ruined by the hard winter do not buy futures on speculation. Ten bus. per acre on the 35,000 acres of wheat in your county is only 350,000 bus; and the government estimates the wheat crop of the world for 1911 as 3,513,155,000 bus. The loss in your county is equivalent to one-one-hundredth of one per cent; and if its effect or the price of wheat is in the same proportion it should add to the price an amount so small that your broker would starve to death if you gave him the entire profit.

Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

While the wheat market here is dull, there appears to be no inherent weakness, and the general situation in our opinion is in a condition where it will respond quickly to any new stimulating influence.

Consignments of Grain and orders for future transactions solicited.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.



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Capital \$2,000,000 Deposits \$30,713,013.20
Surplus and Undivided Profits, \$587,563.63

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BLACK BOARDS

For Stock and Grain Houses
THE ROOKERY CHICAGO

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Kings, Ill., Mar. 14.—Corn is grading No. 3 and No. 4; 20% is back in farmers' hands.—F. H. Barnes.

Colfax, Ill., Mar. 14.—Corn is grading No. 3 and No. 4. About one-third is back in farmers' hands.—M. J. Lowman.

Somonauk, Ill., Mar. 14.—Corn is grading mostly No. 4; about 50% is back.—Edward Rompf, mgr. Farmers Elvtr. Co.

Stanford, Ill., Mar. 14.—Corn is grading mostly No. 3 and No. 4; about 40% in farmers' hands.—W. H. Springer.

Danforth, Ill., Mar. 14.—About 60% of corn is back; grading mostly No. 4.—J. W. Overacker, mgr. Farmers Elvtr. Co.

Flanagan, Ill., Mar. 15.—No grain moving at this station on account of no cars and roads breaking up.—Locker Bros.

Chatham, Ill., Mar. 14.—About 30% of corn is back in farmers' hands.—T. H. Maddox, mgr. Chatham Farmers Elvtr. Co.

Taylorville, Ill., Mar. 16.—Quality of corn poor, about 25% of the corn still in farmers' hands.—Harry Furry, agt. Twist Bros.

Galesburg, Ill., Mar. 14.—We have been unable to get sufficient cars this winter. About 50% of corn is back.—J. A. Atchison.

Arrowsmith, Ill., Mar. 22.—About 25% of the corn and 20% of the oats still in farmers' hands.—Earl M. Bane, of J. C. Bane & Son.

Denver, Ill., Mar. 8.—Three-fourths of the corn and oats has been moved. Very little wheat; winter wheat looks bad.—W. E. Scott.

Urbana, Ill., Mar. 22.—I was as far south as Olney this week. Farmers and grain dealers think wheat is all right.—S. W. Strong, sec'y.

Cooksville, Ill., Mar. 14.—About 20% of corn is back in farmers' hands; grading No. 3 and No. 4.—A. L. Horner, mgr. Cooksville Grain Co.

Kenney, Ill., Mar. 20.—Wheat looking good, not very much corn moving now, only 15% of the corn back in farmers' hands.—W. M. Meyers.

Marco, Ill., Mar. 19.—About 20% of the corn still in farmers' hands, very little oats in the country.—C. W. Cooper, agt. Shellabarger Elvtr. Co.

Farmer City, Ill., Mar. 21.—About 40% of the corn and 20% of the oats back. Not much grain moving now.—G. H. Slick, agt. P. D. Getty & Co.

Anchor, Ill., Mar. 14.—The quality of our corn is not very good; about 60% is back in farmers' hands.—J. Nofziger, mgr. Anchor Farmers Grain Co.

Gibson City, Ill., Mar. 22.—About 25% of the corn and 10% of the oats still in farmers' hands. Oats seeding will be late this year.—Geo. W. Walker & Co.

Harvel, Ill., Mar. 15.—About 25% of the corn still in farmers' hands, but very little wheat.—E. W. Bockewitz, sec'y-treas. Harvel Grain, Hay & Supply Co.

Morrisonville, Ill., Mar. 15.—Fully 25% of the corn to be marketed, practically all the wheat is moved.—John J. Murphy, mgr. Morrisonville Farmers Elvtr. Co.

Blue Mound, Ill., Mar. 16.—Quality of corn very poor, not much moving now on account of bad roads. 25% of the corn still in farmers' hands.—E. W. Crow & Co.

Denver, Ill., Mar. 8.—Three-fourths of the corn has been moved and that amount of oats. Very little wheat. Winter wheat looks bad in this section.—W. E. Scott.

Kenney, Ill., Mar. 19.—Growing wheat in good condition according to reports, same acreage as last year; 10% of the corn in farmers' hands to be marketed.—W. M. Meyers.

Morrisonville, Ill., Mar. 15.—Early sown wheat is apparently in good condition, late sown is reported damaged to a certain extent, acreage is the same as usual.—Thos. E. Doyle.

Stonington, Ill., Mar. 16.—Growing wheat only in fair condition, same acreage as usual, 25% of the corn in farmers' hands.—C. T. Moore, mgr. Stonington Farmers Grain Co.

Eldena, Ill., Mar. 20.—Quite a little corn still in farmers' hands; oats pretty well cleaned up.—Leroy C. Glessner.

Mansfield, Ill., Mar. 21.—About 35% of the corn and 8% of the oats still in farmers' hands. Wheat covered with ice and cannot say what condition it is in.—James M. Mahan.

Saybrook, Ill., Mar. 23.—About 30% of the corn and 20% of the oats still in farmers' hands. Oats seeding will be late in this vicinity.—J. W. Null, mgr. Shearer-Null Grain Co.

Mt. Pulaski, Ill., Mar. 20.—Wheat prospects good, acreage same as last year, 40% of the corn still in farmers' hands, very few oats back.—G. H. Hubbard, sec'y-treas. Mt. Pulaski Grain Co.

Blue Mound, Ill., Mar. 16.—Wheat prospect not very favorable, considerable of it has been damaged by cold weather and frost, acreage is the same as usual.—John P. Davidson, agt. National Elevator Co.

Taylorville, Ill., Mar. 16.—Prospects for wheat crop poor, on account of late sowing, acreage 25% smaller than last year, scarcely any wheat in farmers' hands.—S. E. Baughman, Ora Home Mfg. Co.

Raymond, Ill., Mar. 15.—Wheat reported in good condition, acreage is the same as last year, 10% of the corn in farmers' hands to be marketed. Practically all the wheat and hay has been moved.—Adolph Oberle.

Harvel, Ill., Mar. 15.—Growing wheat reported in good condition, some of the late sown wheat is damaged by cold weather and want of snow for covering, acreage is the same as usual.—F. C. Reineke, mgr. The Farmers Grain Co.

Litchfield, Ill., Mar. 14.—Growing wheat looking good, average is the same as last year, practically all the old wheat has been shipped. Corn crop poor this past season and none for shipment.—H. E. Saathoff, mgr. The Litchfield Farmers Grain & Live Stock Co.

Edwardsville, Ill., Mar. 14.—Practically all the corn in this vicinity is in farmers' hands, most of it will grade No. 3. Growing wheat is damaged probably 10%; acreage is the same as last year. Considerable wheat in farmers' hands.—Ed. Dippold, of Dippold Bros.

IDAHO.

Pocatello, Ida., Mar. 13.—Grain acreage will be doubled in the Pocatello territory this year thru added water supply.—B. W. Colburn, sec'y Pocatello Commercial Club.

Sweetwater, Ida., Mar. 18.—Crop conditions fine; wheat and barley have done well so far; plenty of snow and rain. Farmers are getting ready to plant seed; indications are there will be more spring grain this season than last; 1911 crop, delivered to Sweetwater, Fort Lapwai, Caldwell Spur and Cul de Sac, nearly all shipped out; only 10% left and that will go out within the next 30 days.—Peter Muench, agt. J. Alexander & Co.

IOWA.

Fort Madison, Ia., Mar. 12.—This is the worst winter I have experienced. The ice is 34 ins. on the Mississippi River with no show of its moving out this month. Never before has the old river been ice bound in this part of the state at the end of March.—C. A. Johnson, rep. W. H. Perrine & Co.

KANSAS.

Wichita, Kan., Mar. 23.—Six inches of wet snow here last night, and still snowing. It is high time spring was arriving.—C. W. Wright.

Beloit, Kan., Mar. 9.—About 40% of a wheat crop in 1911; 5% left; condition of growing wheat 100%, with one foot and better of snow, which has been on for 10 weeks; corn none, shipping in from Neb. and eastern part of Kan.—W. C. Brown.

MARYLAND.

Woodbine, Md., Mar. 18.—Grain crops are backward on account of unfavorable weather during last month; however, with the good stand on the ground, well rooted last fall, and ample moisture they should make rapid progress with favorable weather.—J. M. Delashmutt.

MINNESOTA.

Springfield, Minn., Mar. 7.—Farmers are pretty well supplied with seed from 1910 grain, but seed corn proposition is quite serious.—J. H. Kuntz.

West Union, Minn., Mar. 19.—Winter rye good; about 10% of wheat in farmers' hands; no flax, rye or barley to speak of. Snow about all gone.—M. L. Bremer, agt. Lee, Gingery & Co.

MISSOURI.

St. Louis, Mo.—Oat seeding will be rather late on account of cold weather and snow on the ground.—J. S. McClellan.

NEBRASKA.

Upland, Neb., Mar. 20.—Lots of snow; prospects for a good crop. No wheat moving; corn going west to feeders.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & Live Stock Co.

NORTH DAKOTA.

Maddock, N. D., Mar. 12.—About 20% of the 1911 crop still in farmers' hands.—E. Nelson, agt. Great Western Grain Co.

Rival sta., Lignite p. o., N. D., Mar. 9.—Prospects for large crop very encouraging; ground frozen to depth of six feet; plenty of moisture from fall rains.—Jno. A. Ahern.

Sentinel Butte, N. D., Mar. 21.—Crop prospects at this time of year were never better; plenty of moisture to start grain. Weather still cold; lots of snow.—Geo. F. McCloskey, mgr. Billings Co. Merc. Co.

Cando, N. D., Mar. 7.—Receipts very light; stocks in first hands smallest ever known at this time of the year; practically no wheat to move after seeding. Indications are for late spring.—Cando Flouring Mills.

OHIO.

Sharon Center, O., Mar. 19.—Wheat looks very bad; almost killed out by hard freezing.—J. H. Derr, mgr. M. E. Frazier Co.

Middlepoint, O., Mar. 22.—About 20% of oats and corn and 10% of hay is back in farmers' hands; quality is good.—H. G. Pollock.

Clark sta., New Madison p. o., O., Mar. 9.—Wheat very poor; many farmers plowing it up and sowing oats. Hay bringing record prices; very little to make this year. Corn in bad shape; we have not had a single car able to grade No. 3.—Aukerman Bros.

OKLAHOMA.

Gracemount, Okla., Mar. 13.—Snow and rain all winter; has frozen deep down, killing the germs found in the surface soil. Very late spring. Great deal of oats being sown; corn will be planted as soon as frost is out of ground.—C. A. Donning.

Bliss, Okla., Mar. 8.—Crops not large. Wheat not up yet; cold weather helping the situation. Preparations were made for a large acreage of oats but none were sown when the last cold set in and now ground is too wet. Corn will not be an exclusive crop; kafir corn dividing the honors.—J. R. Sittler.

SOUTH DAKOTA.

Emery, S. D., Mar. 19.—Grain business very light.—Hofer & Terveen.

Faith, S. D., Mar. 25.—Up to date there has been 21 ins. of snowfall. Considerable seed grain is going into the ground this spring.—Frank Knittel, mgr. Geo. C. Bagley Elvtr. Co.

Fairfax, S. D., Mar. 18.—Very little corn marketed; farmers feeding it. Very little grain coming in on account of dry weather last year. Prospects for new crops good; plenty of snow.—Nye-Schneider-Fowler Co.

TEXAS.

Nevada, Tex., Mar. 19.—Everything looks good in the way of grain; big crop of oats sown and big crop of corn being planted. Ashamed to say all our corn is now coming from the North.—J. M. Smith.

Troy, Tex., Mar. 19.—Ground in central Texas full of water; promise of a bumper oats crop. Very little wheat acreage south of Waco; about 10% increase in acreage in corn and oats. Hogs are fewer than a year ago.—Maedgen Grain Co.

Fort Worth, Tex., Mar. 16.—Since my last report, good to fair rains have visited nearly all parts of the state, and I feel that our prospects indicate at the present time a good crop of wheat and a bumper crop of oats in Texas. Reports from the panhandle country show good winter rains in that section. The indications are that Texas will have a large acreage planted in corn and should favorable weather be with us during the spring and early summer months, we may expect Texas to have a bountiful feed crop the coming fall.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WEST VIRGINIA.

Alderson, W. Va., Mar. 18.—Winter weather has retarded farmers; oats sowing will be late; roughage of all kinds scarce and high.—J. C. Gwinn.

Corn cobs are used to smoke finnan haddie.

CROP IMPROVEMENT NOTES.

So many and varied are the interests co-operating with the Crop Improvement Com'te that Sec'y Bert Ball declares "Everybody is doing it."

Thirteen counties in Northwestern Ohio have agreed to hold corn contests, each farmer boy to choose a man partner, and the winner in each county to be given a trip to Washington.

C. M. Carroll, who has been working on special editions for the Crop Improvement Com'te, is closing up the work begun in Scott County, Iowa, by having meetings to establish farm buros in seed centers.

The March number of the Service Bulletin issued monthly by the I. H. C. Service Buro of the International Harvester Co., contains a number of articles on seed conditions, planting, etc., of interest and value to the farmer.

P. E. Goodrich, pres. of the National Hay Ass'n, is in correspondence with Bert Ball, sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges, to have clover and hay both included in the 4-year crop rotation.

In Iowa 4 trains on the Q. and 4 on the Rock Island have already been scheduled; and the telephone operators at the exchanges have been directed by the Bell management to notify every delinquent to attend the crop improvement lectures on arrival of trains. Bert Ball will go out on one of the Rock Island trains.

Eighteen counties in west central Minnesota have organized the West-Central Development Ass'n, which is starting a farm club in each county with the idea to employ a paid agriculturist in each county. F. W. Murphy of Wheaton is pres. and Professor E. C. Higbie of Morris is sec'y. The next meeting will be held at Glenwood May 23-24.

Superintendents of every school in 56 counties of the central corn belt have taken up the corn club work. To these have been added 40 counties in Wisconsin thru the efforts of P. P. Donahue, and almost every county in Kansas thru the efforts of G. A. Aylsworth. Practically every county in Missouri has been interested thru the work of the St. Louis Grain Club and Bert H. Lang.

Corn crop improvement trains have been started in every state, says Bert Ball. The big posters of the Crop Improvement Com'te have been reprinted by the Frisco, Wabash, Burlington and Santa Fe Roads, and full size electrotypes have been sent to 22 newspapers in the corn belt. The leading drygoods house of Kansas City has sent out copies of the poster, as have the leading hardware company of St. Louis and the largest grocery house of Chicago.

Edwin Kilburn of the Spring Valley Roller Mills, Spring Valley, Minn., is a man of progressive ideas, who knows when and how to take advantage of opportunities to build up his trade. He has installed in his mill the latest improved grain separating and cleaning machinery manufactured by the S. Howes Co., and is sending a circular of announcement to all the farmers in his vicinity, stating that he is prepared to clean seed wheat in the best possible manner at the nominal cost of 5c per 2-bu. sack. In closing he says: It is a fact which has been repeatedly demonstrated that properly prepared, clean, well chosen seed grain, will produce more bushels per acre than seed which has not been properly chosen, and which

contains more or less foul stuff and off grade kernels.

More than 50,000 farmers attended the lectures on seed corn given when six specials ran over the lines of the Burlington-Ry. in Nebraska recently. The interest was deep all along the way. At one place the crowd waited until 10:30 P. M. for a train which was late. Over 275 towns were visited in all by the specials. E. V. Parrish, mgr. of the publicity buro of the Omaha Commercial Club, has been a main figure in the campaign.

An oat bulletin has been issued by the Iowa Agri. Exp. Sta. giving the results of the experiments of L. C. Burnett, with imported oats seed covering from one to five years. Mr. Burnett says that all imported oats in the tests improved in yield after acclimation and also advises that he finds that oats fanned two times do better than oats fanned either one or three times. Seven years of experiments show that as a rule Iowa farmers do not sow enough oats to the acre, from 3 to 4½ bus. per acre giving better results than the 2 to 2½ bus. sown on an average by the farmers. The bulletin is the most valuable publication on oat growing ever put out by the Iowa station; both from the standpoint of the information contained and the extensive work upon which its information is based.

C. P. Bull, sec'y of the Minnesota Field Crop Breeders Ass'n, is sending out bulletins containing the names of farmers from whom pure bred seed grain can be obtained, to combat the threatened shortage of seed in Minnesota and the Northwest. Professor Bull estimates that Minnesota, figuring on the basis of the 1910 census, must have the following amounts of seed for her staple crops: Corn, 2,004,068 acres, 300,581 bus.; wheat, 3,276,911 acres, 4,096,139 bus.; oats, 2,977,258 acres, 6,000,000 bus.; barley, 1,573,761 acres, 3,147,522 bus.; flax, 358,426 acres, 205,055 bus.; rye, 266,567 acres, 399,850 bus.; potatoes, 223,692 acres, 2,684,304 bus.; timothy, 780,375 acres, 200,000 bus.; alfalfa—the demand for seed, with the acreage uncomputed, is greater than the supply. The bulletin adds, when the figures have been given, that it is believed fully twice the amount of wheat will be necessary to plant the 1912 crop, since it is not believed by experts that the acreage has decreased 50 per cent, as the census figures would make it appear.

In the campaign for a larger yield of better barley the crop Improvement Com'te of the Council of Grain Exchanges is forming county organizations of growers signing an agreement to "co-operate with the Agricultural Department of our State College, and with each other, in growing and disseminating pure bred seed grains. To attend a called meeting of all the signers hereto, and to agree one with the other to sow the number of acres set opposite to our names for the season of 1912, of the kind, type and variety of barley best adapted to the soil and climate of this county; to keep this grain pure and unmixed and when harvested to demand a graduated price at the elevator, according to the quality of the grain when delivered; that we will apply to the Agronomy Department of our State College for information as to where the best available seed may be obtained; that we will do everything in our power to induce every farmer to raise the same variety so that eventually all the barley shipped from this station will be uniform and free from mixture."

Are You Using a Railroad Claims Book?

The first consideration when the claim agent receives your claim is the logical order in which the facts are stated. If your statements are so confusing that he must stop to reason it out, your claim is immediately pigeon-holed, buried until next year.

A Railroad Claim Blank requires only two minutes of your time for filing, and contains spaces for all the necessary information in a systematic order which assures prompt attention on the part of the claim agent. It increases your returns by helping you prove your claims and by helping the claim agent justify payment.

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The Books are bound in three styles, as follows:

- Form 411A contains 100 sets of Blanks, all Form A. Price \$1.25.
- Form 411-4 contains 70 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D. Price \$1.25.
- Form 411 contains 40 sets Form A, 20 sets Form B, 20 sets Form C, 20 sets Form D. Price \$1.25.

GRAIN DEALERS JOURNAL

315 S. La Salle St., Chicago, Ill.

Seeds

Jos. H. Griese of the Tinsley Seed Co. has offered his membership certificate in the St. Louis Exchange for redemption.

Hungarian seed trade is dull of late. We look for an increase from now on in the seed sales.—C. E. Nichols, Lowell, Ind.

The Brookneal Feed & Seed Co. has been organized at Brookneal, Va.; capital stock, \$2,000, with limit of \$25,000. W. R. Walker is pres. and H. C. Holt, sec'y-treas.

The McVay Seed Co. has been organized at Birmingham, Ala.; capital stock \$10,000, of which \$5,000 has been paid in. J. B. Dolson is pres. and Mrs. C. E. McVay sec'y-treas.

London, Eng.—Little movement in spring sowing seeds up to March 4. English and foreign red clovers offer freely. Whites are scarce and high in price.—John Picard & Co.

D. M. Ferry & Co. has incorporated to engage in a seed and horticultural business at Chandler, Ariz. L. W. Bowen is president, D. M. Ferry, Jr., vice-president and D. Cutler, secretary-treasurer.

Seed grain bonds aggregating nearly \$750,000 will be issued this year by the counties on the Missouri slope in North Dakota. Stark, Morton and Bowman Counties have set aside large sums for seed.

Duluth received 342,882 bus. of flaxseed and shipped 644,834 bus. during February; compared with 57,302 bus. received and 90,957 bus. shipped in February, 1911.—Chas. E. Macdonald, sec'y Board of Trade.

The Mooney Seed Co., Regina, Sask., has bot the elvtr. of the Winnipeg Elvtr. Co. at this place for \$20,000. The elvtr. is the largest in Regina, having a capacity of 70,000 bus., with 29 bins, which the new owners will increase to 42.

Buckhorn in former years was an eyesore to the trade; but is seemingly not so at present. The modern machines built take most of it out of clover seed. The large influx of foreign seed this year means more buckhorn. It all had more or less in it.—J. F. Zahm & Co.—Good cleaners are needed.

Free seed to destitute farmers in Oklahoma will be furnished by the Santa Fe Ry., according to an announcement of J. S. Hershey, Gen. Frt. Agt. Governor Cruce had requested the railroad to deliver seed free of charge but the railroad, in addition to making free delivery, will furnish seed outright in limited quantities, taking from the farmer notes which fall due in January, 1913.

Toledo received during the week ending Mar. 23, 1,750 bags of clover seed, 160 bags of alsike and 900 bags of timothy seed and shipped 3,350 bags of clover seed and no timothy nor alsike; compared with 2,560 bags of clover seed, and 195 bags of alsike received and 5,873 bags of clover seed shipped in the corresponding week of 1911. Clover receipts for the season are 34,229 bags and shipments 34,273 bags; compared with 62,990 bags received and 54,253 bags shipped in the corresponding part of last season. Alsike receipts for the season are 7,767 bags compared with 9,524 bags received in the corresponding period of last season.

The Marlow Bros. Seed Co. of Wichita, Kan., has been incorporated with a capital stock of \$25,000 by Clarence Marlow who is pres., Scott B. Powers of Republic, Mo., vice-pres., and Wm. Marlow, Wichita, sec'y-treas. The company succeeded the retail firm of Puckett & Bagby about a year ago and has now decided to branch out in the wholesale business. New warehouses will be erected at once and later on a new store building.

An effort will be made to have the farmers of St. Charles, County, Ill., plant only red cob St. Charles white corn this spring and save their crop for seed purposes. J. C. Fallis representing the Council of North American Grain Exchanges, recently tried and failed to obtain a car load of this corn for seed, stating that it had a national reputation all over the country and in Canada and that 300 carloads could be sold at this time if obtainable.

Over a week ago the French boat from Havre was alleged to have on board 6,000 packages of seeds, but we were skeptical, and after protracted investigation found out that it should have been 600. You will therefore see how easy it may be for wide variances. Then, too, there might be temporary disagreement between two or more compilers for the excellent reason that importers are irregular in their time of making entries. They may make entries within 48 hours, after which the goods are sent to store.—Trafton of New York to C. A. King & Co.

The locating of a Government field seed testing bureau at Toledo has met with the approval of the U. S. Dept. of Agri. at Washington, and it has agreed to furnish a chemist free for one year, if the Toledo Produce Exchange will agree to furnish the room and the apparatus for the installation of the laboratory. As Toledo is the leading clover seed market, the Exchange feels that to secure all the credit the market deserves a government laboratory should supplement the splendid system of field seed inspection, now maintained by them under the direction of David Wallace.—E. H. Culver, chief grain inspector, Toledo.

The seed situation in this part of North Dakota is bad; tho in this particular locality there is plenty of very good quality, but contractors are having some trouble in finding good seed to fill their contracts. The Stark County Commissioners, last week, refused three carloads of seed wheat. Lots of corn will be put in if farmers can find good seed. Sen. A. L. Martin, is putting out 100 pecks of corn free to the farmers for the purpose of getting them started with a good variety of corn; this fall he intends having a contest and awarding prizes for the best seed.—G. F. McCloskey, mgr. Billings Co. Merc. Co., Sentinel Butte, N. D.

Chicago received during the week ending Mar. 23, 115,600 lbs. of timothy seed, 16,400 lbs. of clover seed, 100,400 lbs. of other grass seeds and 45,700 bus. of flaxseed; compared with 309,500 lbs. of timothy seed, 223,900 lbs. of clover seed, 163,900 lbs. of other grass seeds and 10,000 bus. of flaxseed received in the corresponding week of 1911. Shipments for the week included 239,300 lbs. of timothy seed, 206,300 lbs. of clover seed, 1,484,500 lbs. of other grass seeds and 21,200 bus. of flaxseed; compared with 449,500 lbs. of timothy seed, 116,100 lbs. of clover seed, 605,000 lbs. of other grass seeds and 2,000 bus. of flaxseed shipped in the corresponding period of 1911.

As a result of the co-operation with the Seed Trade Reporting Bureau the Council of Grain Exchanges has sent out a circular giving the names of seed handlers having considerable quantities of barley shown by the tests to have a high percentage of germination and purity.

The "Directory of Iowa Seed Grains" by the Iowa State College was prepared by the Crop Improvement Com'te. The directory contains the name and address of growers having a stated quantity of a named variety of the leading grains, timothy and clover seed for sale at given price.

From The Seed Trade.

Chas. E. Prunty, St. Louis, Mo.: Trade is moderate. The demand for clover and timothy and other grass seeds not up to expectations, and therefore the moderate supplies may meet the probable requirements. We are now coming into the busy season and prospects are not so favorable as expected. Cannot be determined yet whether wheat has suffered for the want of covering of snow and farmers are waiting before buying seed.

Rudy-Patrick Seed Co., Kansas City, Mo.: Owing to the very late spring, there will be a decrease in acreage of oats, which will perhaps apply to timothy, as it is quite generally sown with oats. The extreme high prices of clover, will probably decrease the acreage planted to clover, while we anticipate an increased acreage of alfalfa and alsike, and a much larger acreage of cow peas than was ever planted. The demand for the latter has been phenomenal.

I. L. Radwaner, New York.: Western people are buying not only spot seed, but also later deliveries, for sowing will continue also in the month of May. Alfalfa seed is used already for sowing purposes all the year around, not only in the spring as it was some years ago.

In Europe, the farmers clean the red clover which they bring for selling to the market, and get a higher price for it. The screenings containing dodder, buckhorn and all other kinds of seeds they keep for their own use and sow it, and the result is, that they get from that impure seed in the next two years a clean seed, without any impurities. As we see the sowing of clovers increases every year, and the acreage will very soon be much larger as it will push back the sowing of timothy.

Wyoming Plant and Seed Breeding Co., Worland, Wyo.: Much seed for the trade is grown here in the Big Horn Basin, and there will be a considerable increase in the acreage of seed crops. A number of the local farmers will plant beans, cucumbers, hubbard squash etc., for seed, and there will be a considerable area of alfalfa left for seed. A considerable quantity of alfalfa seed is at hand which has been held by the farmers because outside prices have not been attractive. The most of this seed, however, will find local market for sowing this spring. A small supply of improved winter emmer has been carried over for next season's planting. The country is new, the land is not troubled with weeds, and there seems to be a splendid outlook for the growing of high class vine, vegetable, and grain seeds.

The price of glucose and starch has been advanced 10c per hundred lbs. by the Corn Products Refining Co. to meet the relatively high price which it has to pay for corn.

Feedstuffs

Alfalfa meal has recently advanced several dollars per ton; and is making new high records in some markets.

The feed business has been fair nearly all winter, tho sold on a very close margin.—Frank Knittel, mgr. Geo. C. Bagley Elvtr. Co., Faith, S. D.

The Guthrie Milling Co., Guthrie, Okla., was fined \$300 Mar. 18 on the charge of having adulterated feedstuff by mixing rock salt with the feed.

Peoria received 6,492 tons of feedstuffs and shipped 10,136 tons during February, compared with 3,287 tons received and 5,142 tons shipped in February, 1911. John R. Lofgren, sec'y Board of Trade.

The Richmond, Va., market has not adopted uniform feed laws, consequently different manufacturers of concentrated feed, especially of molasses feeds, have been barred from shipping their products into that state.—B.

The suit brot by the Standard Stock Food Co. four years ago to test the Iowa law regulating the sale of stock foods is now about to be argued in the United States Supreme Court. The company alleges that the state tax is an interference with interstate commerce; while the state holds that the tax is an inspection law and valid, as decided by Judge McPherson in the lower court.

NEW ENGLAND FEED TRADE CONDITIONS.

Grain Dealers Journal: Our New England retailers have a large stock of corn and a fair stock of oats and feed, less of the latter than anything else.

The badly congested condition of the railroads induced the New England trade to buy about 150 per cent of a normal stock in order to get something through and a good deal of this stuff is now arriving altho we are still shy on some of our mill feeds shipped by the Milwaukee Break Bulk route along in January and which, we understand, is still in Milwaukee or very close to it.

Our retailers are more or less worried about the keeping qualities of what natural corn they have in stock as most of it is very damp, but so far we have had no weather to cause much apprehension; it is simply what may happen that they are worrying about.

It is a question in our minds whether the trade will pay the prevailing premium of four to five cents per bushel for kiln dried corn over natural 3 yellow to any great extent. They will prefer to have kiln dried corn, but on the other hand, they will buy this natural corn just so long as they think they can get by with it.

We look for a rather quiet corn trade for the next three to four weeks unless the market shows considerable strength and if it does there will be more or less buying here for future shipment, but there will not be much corn needed here for actual requirements for from two to four weeks.

A good many of our people think that oats will sell higher, altho they are pretty high now.

Millfeeds will sell from hand to mouth, as nobody will stock up with them at the present prices or even at the discount of one or two dollars per ton which is being made for April and May shipment.

There has been a big lot of cottonseed meal sold through the East this season due to the comparatively low price and the higher price of gluten feed.—Yours truly, J. E. Soper Co., Boston, Mass., March 20.

KANSAS FEEDSTUFFS LAW.

All feed made from cereals of any kind must be packed 100 lbs. to the sack, gross, under the Kansas weights and package law, whether the feed is mixed or adulterated.

John S. Dawson, attorney general of Kansas has given an opinion that "where goods are sold in standard weight packages, it is not necessary to mark the weight thereon; but if sold at any other weight than standard weight, the weight should be marked thereon and not only should it be marked thereon but it should be marked in large figures or characters so that the purchaser could readily see what he was buying. In my judgment it would be preferable if the millers would put out all packages standard weight size.

Sec. 3106 of the General Statutes of Kansas provides: For the purpose of this act concentrated feedingstuffs are declared to be all materials sold, offered for sale or held for sale within the State of Kansas and designed for the nutrition of animals of any species, if such materials have been subjected to any mixing process or subjected to any process whereby the composition of the original material is altered. Condimental feeds, medicated stock foods, medicinal stock foods, stock food tonics, stock powders, condition powders, conditioners, animal regulators, proprietary feeds, proprietary medicines, or any preparations of like nature, are hereby expressly designated as coming under the provisions of this act, and all forms of animal life except man are included under the term "animals." The term "brand" as used in this act, is to be taken to mean: First, the name, trademark, or other designation under which a concentrated feedingstuff is sold; and second, the feedingstuff itself."

Every package of "concentrated feedingstuff" must bear a conspicuous printed label stating the name and address of the manufacturer or seller, the registered name, trade mark, or other designation of the feed, the net weight of the package, and the guaranteed minimum percentage of fat and protein and the maximum percentage of crude fibre.

It is provided that the experiment station at Manhattan shall make an inspection and analysis at least once annually of each brand registered for sale within the State of Kansas, samples to be analyzed according to prescribed methods.

A seed bulletin has been issued by A. L. Garrison, chief feed and seed inspector of the Tennessee dep't of agri., giving the results of recent tests made with samples of seed gathered by the inspectors in the state. The name of the dealer and the firm from which he made his purchase, together with the percent of pure seed found, the amount of inert matter and foreign seed discovered in each sample is given in the bulletin, which also tells of the value of careful, intelligent seed selection and quotes the Tennessee seed law. It states also that as the result of 82 samples of field seeds tested, circumstances seem to call for a warning on the matter of the quality of the seed offered for sale in the state and that the undesirable conditions are due quite as much to the demand of the farmers for low-priced seeds, as to the action of the dealer in selling inferior quality.

Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

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Checking accounts or reports.

Monthly inventory.

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Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

Grain Dealers Journal

315 South La Salle Street,

CHICAGO, ILL.

Grain Carriers

The Canadian Pacific Ry. will build 700 miles of new lines this year in Manitoba.

Neither the railroad nor its agents or employes may lawfully act as forwarding agents for shippers, is a recent ruling by the Interstate Commission.

The Sims bill to abolish the Court of Commerce was voted on favorably, 11 to 8, Mar. 15 by the House Com'te on interstate commerce.

Mammoth steamships of 50,000 tons burden are contemplated for the Panama Canal traffic by the Canadian Pacific Ry., to ply between the Canadian pacific coast and Liverpool Eng., and Naples, Italy.

The Northern Pacific Ry. is preparing to resist the recent order of the Washington Public Service Commission fixing freight rates in the state of Washington at the basis of the shortest mileage of any road.

An appeal for assistance in relieving the congestion in the Toledo yards, which has existed for the last six months, will be made to the Interstate Commerce Commission by the Ohio Public Service Commission.

The Com'te on Uniform Classification, having headquarters at Chicago, which was authorized by the carriers over a year ago, is still at work trying to make the southern, official and western classifications similar in all respects.

Refund of \$46.39 overcharge on 14 carloads of oats from points in Illinois to Chicago, subsequently reconsigned, has been ordered paid to Hooper Grain Co., Chicago, by the Ill. Cent. Ry. as a result of the decision of the Interstate Commerce Commission.

Use of leaky cars by the Union Pacific R. R. to carry 60 carloads of grain for Nye-Schneider-Fowler Co. from Fremont, Neb., to Kansas City has resulted in a suit for damages to the amount of \$678.73, which is claimed to be the value of the grain lost in transit.

A complaint 123 pages long formed the basis of a damage suit for \$2,506.41, with interest, entered by the Ohio Hay & Grain Co., Findlay, O., against the C. H. & D. Ry. because of alleged failure of the company to deliver hay and produce. The charging of excessive rates was also alleged.

Refund of \$56 on account of expense incurred in attaching grain doors to 28 cars loaded with corn, and shipped from Anadarko, Okla., to various points, has been ordered paid to the Miller Grain Co. by the R. I. & P. Ry., as a result of the decision of the Interstate Commerce Commission.

The cost of moving traffic as the basis of making rates was gone into extensively for the first time by the Interstate Commerce Commission in its decision of Mar. 19 sustaining the increased rates on coal. Railroad men of the old school who believe in charging "all the traffic will bear" are shocked.

Interstate carriers failing or refusing to observe specific routing instructions by the shipper are liable to prosecution, according to a recent ruling of the Interstate Commerce Commission. The right to determine the thru line of route over which his freight shall be transported has been expressly reserved to the shipper.

Reparation by the Ill. Cent. Ry. Co. in the sum of \$126.23 overcharge has been ordered paid to J. Rosenbaum Grain Co. as a result of the decision of the Interstate Commerce Commission. The overcharges occurred on 7 carloads of oats, 14 carloads of corn and 2 carloads of wheat, from points in Illinois to Chicago, subsequently reconsigned.

It is the view of the Interstate Commerce Commission that interstate carriers failing or refusing to observe specific routing instructions by the shipper are liable to prosecution under section 10, the right to determine the thru line or route over which his freight shall be transported having been expressly reserved to the shipper under section 15 of the act as amended on June 18, 1910.

Unreasonable rates on grain in any quantity and on hay in carloads and less from Chattanooga, Tenn. to Collinsville and other points in Alabama, charged by the Alabama Great Southern Ry., formed the basis of a suit instigated by the Chattanooga Feed Co. and argued before the Interstate Commerce Commission, which was decided Feb. 12 in favor of the complainant. The Commission prescribed lower rates for the future.

Judgment for \$1,900.15 has been awarded a number of Chicago grain men, including James A. Patten, George W. Patten, Henry J. Patten, Charles B. Pierce, George E. Fuller and William H. Bartlett in a decision against the Davidson Steamship Co., recently handed down by Justice Brown of the Buffalo Supreme Court, on account of damage to a cargo of 120,000 bus. of wheat shipped by the complainants from Chicago to Buffalo aboard the steamer Rappahanock in 1908.

Ownership by railroads of competing steamship lines may be prohibited, the Interstate Commerce Commission having submitted a report to President Taft holding that water competition can not be obtained when the railroad controls the steamship lines. The question has arisen on the near completion of the Panama Canal, and an amendment has been placed in the Adamson Panama Canal bill requiring railroads to give up ownership of boats passing thru the Canal.

An embargo against the acceptance of corn and oats has been issued by the Grand Trunk Ry. at Chicago. The order has been necessitated by the unprecedented blockade with which the company finds itself struggling. Over 8,000 cars of corn and oats, 75% of which is corn enroute between Chicago and Montreal and 2,600 cars, mostly corn, in the yards at Elsdon and vicinity, make it out of the question for the company to accept any more corn and oats for shipment, according to the officials.

More expedition in the handling of grain passing thru Chicago may follow the recent action of fourteen railroads in pooling to purchase the "inner belt" line, as the Belt Railway of Chicago is commonly known. The railroads that have taken over the belt line will make a number of improvements, including the laying of additional trackage and the erection of receiving and unloading stations for package freight. Grain coming to Chicago will not be affected, since each car is assigned to a regular inspection track. Owing to the lessened congestion and the better organization of switching work, however, grain coming from western points should be subjected to but little delay while passing thru Chicago on the way to eastern destinations.

Advances in hay rates of \$2 to \$7 per car by the northwestern roads were ordered suspended Mar. 14 by the Interstate Commerce Commission until July 13. The fact that the tariffs filed with the Commission raised the rates was discovered by W. M. Hopkins, mgr. of the Transportation Dept. of the Chicago Board of Trade, who called the increase to the attention of the hay commission merchants. The latter obtained the co-operation of country shippers of hay to join in an effective protest, while Mr. Hopkins directed the campaign before the Commission.

The investigation of terminal weighing of carload and less than carload freight by railroads begun at Chicago Mar. 25 will be very thoro. The National Hay Ass'n, the coal dealers ass'ns and numerous lumber trade ass'ns are complainants, alleging that the scales in use by the railroads are generally inaccurate, not properly installed, and not properly maintained—that the weighing is done by employes of the carriers, on whom no responsibility rests, switchmen, train crews, or yardmasters. Another point raised is that in case of an error it is impossible for the shipper to determine what the exact weight was either a week, a month, or a year later. The weights, it is claimed, are taken in haphazard fashion, oftentimes when the car is still moving over the scales, and with the tare weight of the car frequently so obliterated by chalk marks it can scarcely be read.

Baltimore's complaint against the B. & O. R. R. Co. regarding export and domestic rates on grain from points in Indiana and Illinois to Baltimore, has been dismissed by the Interstate Commerce Commission, which said: It is not within the power of this Commission to equalize economic conditions, or to place one market in a position to compete on equal terms with another market as against natural advantages. Nor have we the power to require railroads, in the face of varying trade conditions to adjust their rate schedules in such manner as to insure to a market the continuance of a trade it has once enjoyed. The requirements of the law are that transportation rates must be reasonable and must not be unjustly discriminatory or give undue preference. The shippers from the producing territory are not complaining. They have not been deprived of a market for their grain and are apparently satisfied with the markets they now reach.

Confusion over the proper charges which a carrier may make on mixed carloads of grain has been overcome by the Louisiana Railroad Commission, which has issued an order, effective Mar. 15, establishing the following rules: Cars containing mixed carload shipments of hay, corn, oats, wheat and their products shall be taken at the carload rates applicable to each commodity contained in the car, subject to the actual weight, provided that all, or all but one of the articles are in sacks or packages, except that on mixed carloads of corn and oats bulkheads may be used to separate the grain, provided that shipments are made at owner's risk of mixing, and the partitions are provided by, or at the expense of the shipper; the understanding being that the minimum weight for the entire carload shall be the highest minimum weight applicable for a straight carload shipment of any commodity in the car, failing in which the weight of the lot taking the lowest rate will be increased an amount sufficient to preserve such minimum weights.

RAILROAD MUST PAY FOR Grain Doors.

Grant D. Carmer has been given judgment against the New York Central Railroad in full of his demands for lumber used in providing inside doors for cars. This case was decided at the October term of the Erie County Court on appeal from justice court.

Special interest arises from the circumstance that all of the shipments involved were interstate, and the court considered the bearing of the Interstate Commerce Act upon the question. The similar case of Leslie G. Loomis, reported in the Journal Jan. 25, involved both state and interstate shipments. The decision follows in full:

This action was brought in a court of a justice of the peace of this county against the appellant to recover the sum of \$27. Of this amount \$6 was claimed to be due for lumber furnished for temporary bulkheads placed by the respondent in six cars belonging to appellant and shipped from Clarence Center, N. Y., to points without the state of New York. The controversy on this appeal is solely as to the claim for the value of this lumber. No written pleadings appear in the return, other than an informal written statement of plaintiff's claim made by the presiding justice and a stipulated general denial. But, so far as the controversy mentioned is concerned, this may fairly be considered as an action for the reasonable value of said materials furnished.

The carrier's claim is that the respondent's sole right to recover in the particular mentioned is dependent upon his getting an allowance according to scheduled interstate shipping rates of the appellant; that the appellant must be presumed to have obeyed the federal statutes governing filing and posting schedules relating to "transportation" of goods under the act to regulate commerce; that no ruling has been made by the Interstate Commerce Commission as to this matter in controversy; that the appellant is not at present required to file or post any schedule bearing thereon; and that this is a question cognizable by the Interstate Commerce Commission or the United States courts, under section 9 of said act, and not by the state courts, since all unfairness in rate-making and all devices to accomplish preferences or rebating are thus solely cognizable.

Interstate Act.—Section 6 of the act to regulate commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) requires the filing of schedules of interstate transportation rates with the Interstate Commerce Commission and posting notices thereof in railway stations. Section 12 bears on the enforcement of the provisions of said act. Section 1 defines the word "transportation" to include, among other things:

"All instrumentalities and facilities of shipment or carriage, irrespective of ownership or any contract for the use thereof, * * * all services in connection with the receipt, delivery, * * * transfer in transit * * * and handling of property transported."

Said section further states it to be the duty of the carrier to provide and furnish such transportation, upon reasonable request therefor, and to establish just and reasonable rates applicable thereto. Furthermore, section 3 of the act requires common carriers to afford all reasonable and proper facilities. Other sections of the act—for example, sections 2, 3 and 15—provide that, where special rates, rebates, and the like are given, or other devices used whereby any preference or advantage is given, or where any unjust regulations are made or practices are indulged in affecting rates for the carriage of interstate property, the Interstate Commerce Commission is given power to act and to do equity between the parties. Section 9 of the act provides that those claiming to be damaged by any common carrier, subject to the provisions of the act, may bring suit in the United Courts, or make complaint to the Commission. And section 22 in part says that nothing in this act shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies.

It was held in *Texas & Pacific R. Co. v. Abilene Cotton Oil Co.*, 204 U. S. 426, 27 Sup. Ct. 350, 51 L. Ed. 553, reversing the doctrine laid down in some of the state courts—for example, in *Halliday Co. v. Louisiana Co.*, 80 Ark. 536, 98 S. W. 374—that section 22 cannot in reason be con-

strued as continuing in shippers a common-law right, the continued existing of which would be absolutely inconsistent with the provisions of the act to regulate commerce; furthermore, that the sole jurisdiction to grant "reparation" in any case involving interstate commerce lay in the bodies mentioned above in section 9 of said act, to the exclusion of the state courts. There is no affirmative proof that this appellant has filed with the Interstate Commerce Commission, or has posted or had on hand for inspection at Clarence Center, any schedule bearing on rates for interstate carriage of property. The only proof as to this is relative to intrastate transportation; the circular numbered 3100, offered in evidence, and stated to be on file with the Interstate Commerce Commission, having no bearing on interstate carriage. It appears, also, in the testimony, that the Interstate Commerce Commission has made no ruling covering the matter here in controversy.

Purely a Question of Equipment.—Whether or not, as counsel for appellant contends, it must be presumed that the appellant has obeyed the law in the particular mentioned, I deem immaterial. It appears from the testimony of Mr. Schaad, representative of the appellant at Clarence Center, that it was not the custom of the appellant to make allowances in cases not covered by said circular No. 3100. However, as I view it, this is not a question of "reparation," or of allowances or interstate rates, but purely one of "equipment," of furnishing lumber for the appellant to equip these cars, not voluntarily, but under an implied contract to receive the reasonable value thereof. I am fortified in this opinion by the reasoning of the Interstate Commerce Commission in *Scotfield v. Lake Shore & Michigan Southern R. Co.*, 2 Interest. Com. Com'n R. 90. In discussing sections 1 and 3 of said act, at pages 116 et seq., the Commission implies that the remedy in a case similar to the one at bar is in the state courts, for the reason that no power is given to the Interstate Commerce Commission to compel shippers to supply any particular equipment of cars. The Commission states that, if improper equipment is furnished as a device (section 2) to give unlawful preferences in rates, a severe penalty is furnished by the statute. But the Commission also concluded, as I read the decision, quoting said section 22 of the act, that the duty to furnish equipment is a common-law one, not covered by the act to regulate commerce, and must be enforced in tribunals other than those mentioned in section 9 of said act. If there were any valid claim by either party that this was any device to accomplish preferences or unfairness in rates, the appellant's position might be tenable. But there is no such claim.

Therefore, though no express contract has been pleaded or proved, I conclude that the action was well brought in its entirety before the justice below. Appellant's witness Schaad testifies that it was necessary to use these bulkheads or doors for conveniently making the shipment in question, that the cars were not furnished with such doors by the company, and that the shipper furnished the lumber for them. The plaintiff testifies that \$1 apiece is a reasonable charge.

The judgment of the court below is affirmed, with costs.

Judgment affirmed, with costs.—133 N. Y. Supp. 637.

A threatened advance in the rates on coarse grain, operative May 1, by the railroads in the Western Trunk Line Ass'n, has caused the members of the Minneapolis trade to rise in arms. Protests have already been made to the railroads that propose the advance and they will be followed by protests to the Interstate Commerce Commission on the ground that the proposed rates wud mean discrimination of the gravest character. W. P. Trickett, executive mgr. of the Traffic Ass'n of the Minneapolis Chamber of Commerce, says: Recent decision of the Commission, after the railroads had announced a blanket raise of rates from South Dakota points to Minneapolis, was that no increases could be made that wud so disturb conditions as to be discriminatory against Minneapolis. The proposition now announced wud cause discrimination of a most injurious character. The only way to equalize it wud be to increase the South Dakota rates in corresponding degree, which could not be done.

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Supreme Court Decisions

Damages for Carrier's Delay.—Special damages for delay in shipment of goods are recoverable when the carrier receives notice at the time of the shipment that delay in delivery will result in such damages.—*Mills v. Southern Ry. Co.*, Carolina Division, Supreme Court of South Carolina, 73 S. E. 772.

Connecting Carriers.—Where goods shipped over several connecting lines are found to be injured when they reach their destination, there is no presumption that the injury occurred while the goods were in the hands of the first carrier.—*Atchison, T. & S. F. Ry. Co. v. Rutherford*, Supreme Court of Oklahoma, 120 Pac. 266.

Ownership of Draft.—If a bank received a draft as a deposit to be treated as cash by the depositor, according to the intention of the bank and the depositor when it was deposited, the title thereto passed to the bank; but, if the intention was that the bank should only receive the draft for collection, title did not pass to it.—*Greensburg Nat. Bank v. C. Syer & Co.*, Supreme Court of Appeals of Virginia, 73 S. E. 438.

Attachment on Crop.—Under section 4101, Comp. Laws 1909, a landlord is entitled to an attachment on the crops grown by his tenant whether the rent be payable in money or other things, in case the tenant has within 30 days removed, or is removing, or intends to remove, his property, or crops, or any part thereof, from the leased premises, and neither the intent of the tenant in removing, nor the distance, nor the place to which the crops or portion thereof, or other property is removed, is material. It is the removal, or the intent to remove, which is the justification for the attachment.—*Turner v. Wilcox*, Supreme Court of Oklahoma, 121 Pac. 658.

Remedy for Discrimination in Rates.—Investigation by the Interstate Commerce Commission and an appropriate finding and order are prerequisite to the right of a shipper to maintain an action to recover from a carrier the excess which he claims to have paid under a regularly established and published rate which is attacked as unjustly discriminatory, notwithstanding the provisions of the act of February 4, 1887 (24 Stat. at L. 379, chap. 104, U. S. Comp. Stat. 1901, p. 3154, § 22), that nothing therein contained "shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies."—*Clarence D. Robinson v. Baltimore & Ohio Ry. Co.*, Supreme Court of the United States, 32 Sup. Ct. Rep. 114.

Overcharge on Interstate Shipment Recoverable in State Court.—An action by an interstate shipper for the recovery of an overcharge by a connecting carrier, after the shipper had paid to the initial carrier the proper rate, as fixed by the rates filed with the Interstate Commerce Commission, is not an action for unreasonable freight rates exacted on interstate shipments and within Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. Stat. 1901, p. 3169), as amended by Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. Stat. Supp. 1907, p. 909), requiring an application to the Interstate Commerce Commission to determine whether an unreasonable charge has been made before a suit can be brought for its recovery, but is an action to recover the amount erroneously collected by the connecting carrier, and the state court has jurisdiction without any prior application to the Interstate Commerce Commission.—*Kansas City Southern Ry. Co. v. Tonn*, Supreme Court of Arkansas, 143 S. W. 577.

Carrier's Liability.—Where damage to freight was due directly and exclusively to an exceedingly severe wind-storm, and no amount of care which could have been reasonably required of the carrier could have prevented the injury, the carrier was not liable since an occurrence so unusual that it could not have been reasonably expected or provided against is an act of God.—*Gulf C. & S. F. Ry. Co. v. Texas Star Flour Mills*, Court of Civil Appeals of Texas, 143 S. W. 1179.

Insufficient Delivery on Oral Contract.—Under Rev. St. 1909, § 2784, requiring that, in all cases where goods are sold without writing or part payment, the buyer shall accept part of the goods so sold and actually receive the same. The sale of 1,500 bushels of corn out of 2,000 bushels, in a crib, without ascertainment by weight or measure, or setting apart from the whole, the part sold does not constitute a sufficient delivery.—*Ficklin v. Tinder*, Kansas City Court of Appeals, Missouri, 143 S. W. 853.

Penalty for Loss of Goods.—Under the statute providing a penalty for failure of a carrier to adjust a claim for loss of goods within a stated time, and requiring the filing of the claim with the agent at the point of destination, the claim may be filed with the nearest agent who keeps the station open during reasonable business hours, and the claimant is not bound to file the claim with a nearer agent who leaves his station closed most of the time.—*Sumter Pine & Cypress Co. v. Atlantic Coast Line R. Co.*, Supreme Court of South Carolina, 73 S. E. 770.

Illegal Contract with Shipper.—An agreement by an interstate railroad carrier to accept less than its established and published rate by dividing the same with a shipper which built a private track over its own lands connected with the railroad company's line violates Interstate Commerce Act Feb. 4, 1887, c. 104, § 6, 24 Stat. 280, as amended by Act March 2, 1889, c. 382, § 1, 25 Stat. 855 (U. S. Comp. Stat. 1901, p. 3156), and is wholly illegal and unenforceable.—*E. E. Taenzer & Co. v. Chicago, R. I. & P. Ry. Co.*, U. S. Circuit Court of Appeals, 191 Fed. 543.

Valid Contract for Future Delivery.—Executory contracts for future delivery of personal property, which the vendor does not possess or own at the time, but which he expects to obtain by purchase or otherwise before or by the date when the contract is to be executed by delivery of the property, are valid, if at the time of making the contract an actual transfer and sale of the property is contemplated by the parties to the transaction. *Clews v. Jamieson*, 182 U. S. 461, 21 Sup. Ct. 845, 45 L. Ed. 1183.—*Farmers' Oil & Guano Co. v. E. W. Rosenthal & Co.*, Court of Appeals of Georgia, 73 S. E. 428.

Breach of Contract.—Where plaintiff sued defendant grain company for breach of contract to furnish a car load of corn of a certain quality, defendant was not entitled to bring in as a codefendant a third person with whom it contracted to furnish a car load of corn of the same quality for the stated purpose of filling plaintiff's order, with the view of obtaining judgment over against such third person for furnishing corn of an inferior quality; the two contracts being distinct, and there being no privity of contract between plaintiff and the third person.—*Keel & Son v. Gribble-Carter Grain Co.*, Court of Civil Appeals of Texas, 143 S. W. 235.

Admission of Evidence that Dust Collectors Prevent Explosions.—In an action for the death of an employee from a dust explosion in an elevator, testimony of an expert witness that his dust collecting system operated so as to avoid the explosion of dust which is liable to originate in such mills, being a material part of his deposition, which as a whole tended to show that the defendant was negligent in not using some dust collecting system, and that all collecting systems in practical use operated on the same general plan, was admissible on the issue of the defendant's negligence.—*Barney v. Quaker Oats Co.*, Supreme Court of Vermont, 82 Atl. 113.

Fire from Railroad Engine.—Where it is apparent that damage would result to the adjacent property of others in the event of a fire started along a railway company's abutting roadbed, it is the duty of the company to render the chance of the escape of fire from its engines less hazardous by keeping its roadbed and right of way clear of fire-breeding and combustible material.—*Dowling Lumber Co. v. King*, Supreme Court of Florida, 57 South. 337.

Termination of Carrier's Liability.—Where at destination the shipper surrenders the B/L, and the railroad company places the car on the unloading track for him, and he, though removing part of the goods, allows others to remain therein, by permission of the company, on agreement to pay demurrage, the relation of carrier and shipper ceases, and any liability for the burning of those left is not that of a carrier.—*Texas & P. R. Co. v. Robertson*, Court of Civil Appeals of Texas, 143 S. W. 708.

Food and Drugs Act.—It is a condition precedent to the maintenance of a libel for the condemnation of goods for adulteration or misbranding under Food and Drugs Act June 30, 1906, c. 3915, § 10, 34 Stat. 771 (U. S. Comp. Stat. Supp. 1909, p. 1193), when based on a report of the Secretary of Agriculture, that such report should be made after an examination and hearing as provided for in section 4.—*United States v. Certain Cases of Syrup*, U. S. District Court, Eastern District of Pennsylvania, 192 Fed. 79.

Shipper Can Recover in State Court under Interstate Commerce Act.—The damage caused by the failure of a connecting carrier in an interstate shipment to deliver the goods to the consignee, for which failure the initial carrier is made liable by the Carmack amendment of June 29, 1906 (34 Stat. at L. 534, chap. 3591, U. S. Comp. Stat. Supp. 1909, p. 1149), to the interstate commerce act of February 4, 1887 (24 Stat. at L. 379, chap. 104, U. S. Comp. Stat. 1901, p. 3154), is not traceable to a violation of the statute, redress for which, under § 9 of the original act, can only be had in the Interstate Commerce Commission or in the Federal courts.—*Galveston, Harrisburg & San Antonio Ry. Co. and the United States Fidelity & Guaranty Co. v. L. V. Wallace*, Supreme Court of the United States, 32 Sup. Ct. Rep. 205.

Expulsion for Failure to Abide by Award.—Where an exchange of which defendant was a member provided for the trial of differences between members and nonmembers before an arbitration committee, and authorized an appeal, not only to the branch committee, but from the latter to the national executive committee, the exchange was authorized to provide that any member or firm failing to settle a dispute as decided by the arbitration committee, or, if an appeal had been taken, by the branch league, or the executive committee of the national league, should after 60 days be dropped from the list of members, under the rule that a voluntary association may by its by-laws provide expulsion as a penalty for disobedience of its laws.—*National League of Commission Merchants of United States v. Hornung*, Supreme Court of New York, 132 N. Y. Supp. 871.

Indiana Statute Regulating Sale of Stock Food.—Burns' Ann. St. 1908, § 7939 et seq., requires certain tests, inspection, and registration of stock foods before they are offered for sale within the state, and section 7944 provides that any person who shall offer for sale any such food which has not been registered as required or which does not have affixed to it a tag required by the act shall be deemed guilty of a misdemeanor, etc. Held that, where defendant claimed to have sold stock food to complainant as a consideration of a note without having complied with such act, the note was void, and the fact that violation of the act is made a misdemeanor implies a prohibition, giving to it the same effect as if the statute expressly declared void contracts made in carrying on such business.—*Beecher v. Peru Trust Co.*, Appellate Court of Indiana, 97 N. E. 23.

Supply Trade

Wichita, Kans.: The name of the Western Const. Co has been changed to Central Const. Co.

Frederick Seymour, age 35, who traveled for Bemis Bro. Bag Co. St. Louis Mo., in southeast Missouri and Arkansas, is dead after a short illness from typhoid fever.

Freeport, Ill.:—George E. Tubbs, who has been sales manager for the Stover Engine Works, has severed his connection with that company and will associate himself with the Alamo Mfg. Co., Hillsdale, Mich., as asst. manager.

Sawyer—How do you suppose Knowsall amuses himself at his store since he gave up advertising? Seenyer—I give it up. How? Sawyer—By picking the flies from the fly paper and using the paper over again.—*South Boston News.*

Chicago, Ill.:—The Millers National Ins. Co., which for many years has had its general offices in the Home Insurance Bldg., Chicago, will henceforth have much larger headquarters in the new Insurance Exchange Bldg., at 175 W. Jackson Blvd.

Kansas City, Mo. A giant merger of 15 western Portland cement companies, with a capitalization of \$45,000,000, has just been effected. The output and prices will be standardized, at all the plants acquired. It is claimed that ruinous competition caused the merger.

The best advertisement is the one that briefly but surely starts a train of thought which must lead to but one conclusion. It is sometimes best not to tell the whole story. People like to show their sagacity and they often lose interest in advertisements that include an explanatory diagram.—*The Moline Messenger.*

It is indeed gratifying to note that the Mahin Advertising Co. of Chicago has decided henceforth to accept no advertising from publishers in its different publications, viz: Its Data Book and Messenger, two excellent publications which are of much service to advertisers, but henceforth will serve its customers solely, and place the business in the publications it knows will do the advertiser the most good. Being free from all bias and personal interest in the matter, this enterprising agency will be in a position to recommend only such publications as it honestly believes can be used advantageously for the promotion of the business of its customers. This is truly an advanced step for an agency to take and merits emulation by many others.

The P. H. Pelkey Construction Co., of Wichita, Kan., has brought suit against P. H. Pelkey, who formerly was interested in the company, for breach of contract. The company alleges that Mr. Pelkey has violated certain terms in the contract entered into when the firm passed into the hands of the present owners, A. C. Rynders and G. C. Christopher. In the petition it is asked that Mr. Pelkey be enjoined from conducting an elevator building business under the name of the Western Constrn. Co. or other name in southwestern territory, or having anything to do with the elevator construction or supply business. Mr. Pelkey is also charged with promulgating the statement that the company with which he is now identified is the successor to the P. H. Pelkey Constrn. Co.

Silver Creek, N. Y.—S. Howes Co. has applied to the U. S. Patent Office for the registration of a trade-mark, which is simple in composition, but which has the rare distinction of correctly interpreting and crystallizing the business spirit of the firm for which it stands. The S. Howes trade-mark consists of a black circular background, including a plain black border and a white inner circle, with a pepper and salt center. Inscribed within the circle is a white square, across which is stamped between two corners in bold black letters "EUREKA," the Greek word meaning "I have found it."

MACHINERY PATENTEES May Control Supplies.

A recent majority decision of the U. S. Supreme Court gives to holders of patents a monopoly which Chief Justice White in a dissenting opinion said would enable the holder of a limited patent to reach out and by contract include within the patent every conceivable thing used in every American household.

The case involved alleged infringement in selling supplies for use on a patented rotary mimeograph. A notice on the machine set forth that it was sold on the restriction that it was to be used only with supplies made by the patenting company.

In announcing the opinion Justice Lurton said a proper construction of the patent statutes gives a monopoly to the inventor, and he has a legal right to continue that monopoly in his contracts disposing of his articles by charging such price as he pleases. If such conditions interfered with public policy, he said, congress alone must change the patent law.

Chief Justice White first contended that the "license restriction" is a collateral contract relation, and criticised the court for "unwarrantedly extending" the federal judicial power over them.

He said the result of the ruling will be "not only to multiply monopolies at the will of an interested party but also to destroy the jurisdiction of state courts over subjects which from the beginning have been within their authority."

He declared the court practically had said to the patentee selling a patented engine that he has the right, by contract, to bring under the patent laws all contracts for coal or electrical energy used to afford power to work the machine. To the buyer of a patented sewing machine, he declared, it said the patentee might require all the thread, needles, or oil used to be bought from the patentee.

I find very useful information in the Grain Dealers Journal, that is of great value to any grain dealer.—John A. Ahrem, Rival (Lignite, p. o.), N. D.

A Good Roads Special train will be operated under the joint supervision of the Frisco Ry. Co., the Office of Public Roads of the U. S. Dept. of Agri., and the American Ass'n for Highway Improvements, leaving Brownville, Tex., Mar. 25, and making a four months trip, covering 15,000 miles thru Okla., Miss., Ala., Tex., La., Mo., Kan. and Ark. It will consist of four cars, specially equipped, carrying an exhibit of carefully prepared models of all types of road construction from sand-clay and gravel to bituminous macadam, and models of re-inforced concrete bridges, culverts, etc. A corp of able lecturers will accompany the exhibit and will deliver lectures at the various stops made.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

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Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

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Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

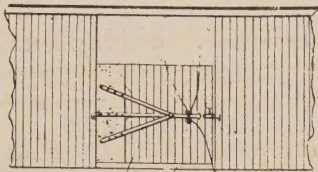
The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL

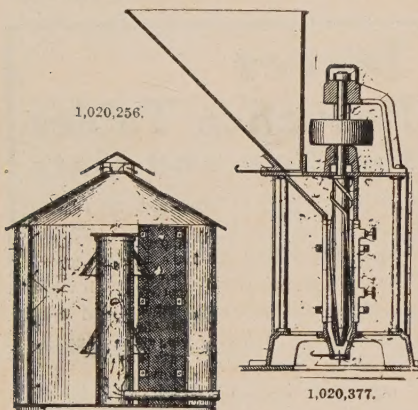
La Salle St., CHICAGO, ILL.

Patents Granted

Grain-Cleaning Machine. No. 1,020,377. (See cut.) Henry Edwin Walker, Honolulu, Hawaii. A grain-cleaning machine with a vertical, cylindrical screen, communicated with by a feed chamber above; screen with an outlet at lower end and a rotary member partly within screen and partly within feed chamber having helical ribs of greater pitch within feed chamber and less pitch within screen, respectively; a feed hopper with a controlling slide asso-



1,020,377.



1,020,256.

ciated with feed chamber and a retarding blade associated with screen and extending inward toward rotary member.

Grain Door. No. 1,020,831. (See cut.) Chas. A. Larsen, Colgate, N. D. The combination with a pair of door posts, each having a recess, of a door composed of a narrow and a wide section connected by hinges at one side, the wide section carrying a catch fitting into the recess in the adjacent post; a locking arm fastened in the middle to the narrow section, one end terminating in a catch fitting into the recess of the other post and the other end extending over the wide section and means of locking them together.

Apparatus For Drying Grain. No. 1,020,256. (See cut.) Geo. W. Boll, Wichita, Kan. A grain bin having imperforate sides and a conical roof provided with an opening in its apex leading into a perforated air reservoir in center of bin and extending full height of walls of bin, with means of communication between lower end of reservoir and exterior of bin; a closure for top of reservoir and perforated flues on inner surface of walls of bin which extend height of walls of bin and open below roof, whereby air from reservoir is obliged to percolate thru contents of bin and pass up thru flues to reach outlet in roof.

Historical operators are feeling for bottom. They say May wheat shows gain every year from low point in March. Average for thirty-three years has been 16½ cents, which includes Leiter year, when grain was 85 cents. Most of these advances were made on crop scares. One year the advance was only 1¼ cents. Low point in March was below dollar most years.—C. A. King & Co.

Books Received

FOREIGN CROPS SUMMARY gives the area and production of cereals from 1907 to 1911 of flaxseed, 1908 to 1910, by countries. Circular 29 of the Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

SWEET CLOVER is an attractive pamphlet of 40 pages, well illustrated and indexed, completely covering the nature, history and cultivation of sweet clover. Farmers' Bulletin 485, by J. M. Westgate and H. N. Vinall, of the Bureau of Plant Industry, U. S. Dept. of Agri., Washington.

COW PEAS IN MISSOURI is a valuable bulletin by Professor Miller of the Missouri Agricultural College fully instructing growers how to obtain the best results from this soil improver. Illustrated; 35 pages. Missouri State Board of Agriculture, Columbia, Mo.

"When Standardization of grain is agreed upon, it undoubtedly means government inspection of grain. And you can put that down for certain."—Edward M. Flesh.

The first annual meeting and election of officers of the Millers' Mutual Casualty Ins. Co. will be held in Chicago Apr. 16, in the general offices of the company.

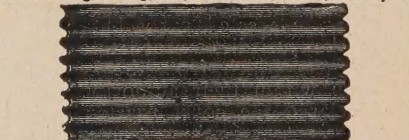
A bill to authorize the formation of mutual insurance companies whose members may be composed of persons, firms, corporations, etc. who have elected to come under the law relating to employers' liability and workmen's compensation, was passed unanimously Mar. 13-14 by the Michigan House and Senate as House Bill No. 20, and Senate Bill No. 14.

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Approved by the leading Mutual Fire Insurance Companies
Protect your buildings from lightning and reduce your fire risks.

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GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



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Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

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Think of what the loss of your elevator would mean—your plant—your business—your money; then think that at a small amount of time and money you can secure a protection for all times.

The Gordon's Fire Extinguisher consists of a tank with capacity of 50 to 70 gallons, and two buckets contained in the lid. The fluid cannot freeze, the tank cannot leak, beats the barrel or any other fire extinguisher. Always reliable, ready and effective.

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CHAS. H. RIDGWAY, Secretary

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Tri-State Mutual Grain Dealers Fire Ins. Co.

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\$10,800.00, unearned premiums, returned to policyholders in 1911.

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B. P. ST. JOHN, Treas.

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The Oldest Millers Mutual
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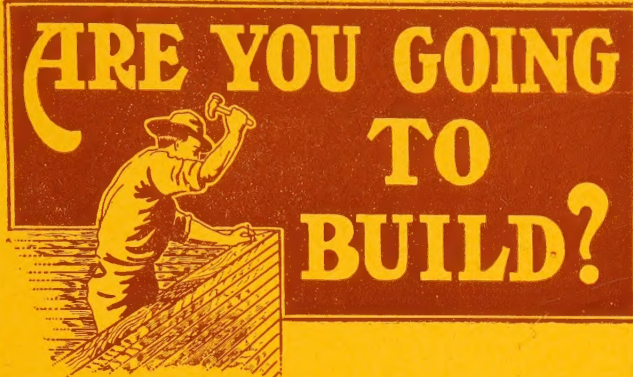


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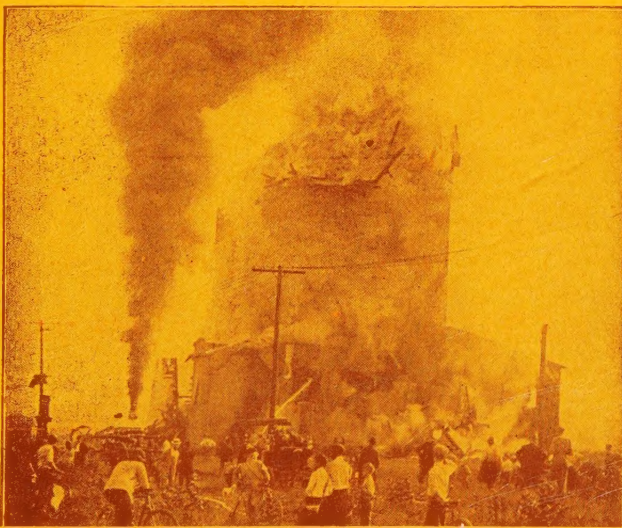
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70% OF THEM ARE PREVENTABLE 90% ARE EXTINGUISHABLE

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I. N. JUST, American Bank Building, Seattle, Wash.



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Would it mean a total loss

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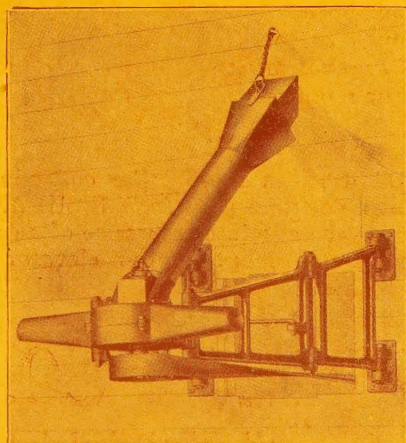
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Loads both ends of car at once. Folds back into elevator when not in use, and a boy can get it ready for operation in two minutes. Beyond question the most practical Car Loader on the market. Write for No. 20 catalog.

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